

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 14.—VOL. 2. [Registered at the General Post Office] SATURDAY, JUNE 29, 1889. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

YARNS.—LXXXIII.



"JACK," THE GIANT-KILLER.

Rise up, O muse of sailor boys,

And once again proclaim,
In uncouth rhymes the fight we fight
For law and order, truth and right,

In freedom's glorious name.

Erewhile we saw the dragon pierced

Pour forth its life blood black ;

Now let us watch the giant slain

And fettered with the Union chain

By plucky little Jack.

The giant is the dragon's brother.

Oppression was their common mother.

His sinews are exceeding strong,

His limbs are very thick and long,

His teeth are sharp as spears and knives,

And always ready for more lives.

Poor little Jack can scarcely see

Above his huge and knotty knee,

When from his den—the owners' den,

The giant rushes out,

With triple pate and staggering gait,

And brutal oath and shout.

The great club "Dividends" he lifts

All tiresome foes to stun,

But ere his six dim eyes can mark

The little speck so lithe and dark

That dances in the sun,

A little sword, just like a pin,

Comes pricking through his horny skin,
And to his heart its way doth win.

Then round and round he reels and roars,

And falls with death-like groan ;

Whereat the David of the Ships

Up to the fallen Goliath skips,—

The mountain overthrown,

And casts the chain, whose links of proof,

Mean Union firm and sound,

Over the brawny, cruel frame

Which now lies trembling, cold and tame,

And pins it to the ground.

There let it lie in perished state,

The monster of the triple pate,

Struck down by well-deserved fate,

Whilst Jack the Giant-killer hies,

To set the captives free,

Whom Blunderbore in durance kept,

Whilst Common Sense and Right have slept

In hopeless apathy.

Widows and orphans hear Jack come,

And joy bursts forth from lips long dumb,

And poverty and pain fly back,

Before the bright blue eyes of Jack,

And Hope is born in Christendom.

Rise therefore, Muse of men at sea,

And once again proclaim,

In uncouth rhymes the fight we fight,

For law and order, truth and right,

In Freedom's glorious name !

LXXXIV.

THE WATERSPOUT IN THE ATLANTIC.

BY AN OLD SQUEEGEE.

Twas evening, and our gallant ship was
gliding o'er the sea,

When clouds as black as Erebus appeared
upon our lee,

Whirling, and circling round and round in
wild, demoniac glee.

Against the wind they made their way,

Lifting aloft the flying spray,

A grand pillar forming, of aspect alarming,
A landscape of water more novel than charm-
ing ;

As onwardstowards us it came with a moan-
ing,

Like spirits despairing in agony groaning.

In furious haste o'er the billows we flew,

But the breeze that helped us made the
monster pursue.

And our speed was in vain, for it tore up
the main

In its terrible haste on the vessel to gain.

And the rustling of pinions was heard in it too,

Like demons who fought 'gainst the ship and
her crew ;

And wailing and swearing in language
unknown

Made our topsails to tremble and every mast
groan.

Still on the eddying monster flew across the
foaming waste,

'Till close beside the flying ship it checked
its frantic haste,

And burst ! And, Oh ! what words shall tell
The way the watery avalanche fell.

Old Neptune, in dread, from it hastily fled,

As it thundered and splashed on his rough,
hoary head ;

And, trembling in terror, he hurried away.

Each billow turned white with fear and
affright,

As hustling each other they fled in dismay.

Old Boreas aroused by the rumpus they
made,

Armed with balls of blue lightning, came up
to their aid ;

With rage madly howling, the thunder's
hoarse growling,

Increased the alarm our poor vessel dis-
played.

In terrible gusts came the fierce wind along,

A hundred dread hurricanes, frightfully
strong,

Combined, and rushed screaming the rigging
among.

The ship struggled nobly, nor struggled in
vain.

The canvas unused to endure such a strain,

Into fragments absconded like clouds o'er
the main.

The waves like huge mountains came hur-
rying by,

From the sky to the earth, from the earth to
the sky.

The vessel was flung or tremblingly hung
Suspended amidst the white foam flakes on
high.
The gulls screamed above us, the sharks
played below,
Each anxiously waiting for Neptune's last
blow,
And to dart on their prey without any delay,
Came upon each wave that did over her flow.
hus from hope to despair, and despairingly
hoping,
The wave-washed sea dogs on her dark deck
were moping.
Each horny, hard fist had a bolt or a rope in,
Till rosy Aurora, driving terrors afore her,
Came forward and ended the terrible din,
And shaved the sea smooth as a midship-
man's chin.

WORTH READING.

Opinion.—The feeble tremble before opinion,
the foolish defy it, the wise judge it, the skilful direct
it.

Vigilance—eternal vigilance—is said to be the
price of liberty, and to-day great success in commer-
cial, as in every other sphere of life, can be bought
only with the same coin.

The triumph of a woman lies not in the ad-
miration of her lover, but in the respect of her hus-
band; and that can only be gained by a constant
cultivation of those qualities which she knows he
most values.

The Man Behind the Eyes.—We view the
world with our own eyes, each of us; and we make
from within us the world we see. A weary heart
gets no gladness out of sunshine, a selfish man is
sceptical about friendship, as a man with no ear does
not care for music.—*W. M. Thackeray.*

Ideas Needing Revision.—Partial views, the
imperfections of sense, inattention, idleness, the tur-
bulence passions, education, local sentiments, opinions,
and beliefs, conspire to furnish us with ideas, some
too generous, some too partial, and, what is worse
than all this, with many that are erroneous and con-
trary to truth. These it behoves us to correct, as far
as possible, by cool suspense and candid examination.

Equality of rank there can never be; equality
of wealth there can never be; equality of intellect
there can never be; equality of influence there can
never be. Such is the ordinance of God's providence.
In the world of man, as in the world of nature, there
must always be the molehills as well as the moun-
tains, and the thistles as well as the forest trees.
But equality of hopes, equality of aims, equality of
essential happiness, equality of pure and true thoughts,
there may be; and equality of common destiny there
is.

Commonplace.—Nothing is commonplace for
which you greatly care. The essence of a poetic life
is that you love what you see and what you do.
Common-place to walk home over the dull road
you have gone over a thousand times year by year!
But if at the end of it is your home where one sits
waiting for you, who was the treasure of your young
romance, and is the blessing and joyfulness of your
daily life—there is not then a mark on the pavement
that has not its association; not a turn on the way
that is not linked to a memory of love—the road is
alive with passion! That spread over all life—is that
commonplace?—*Stopford A. Brooke.*

A Man's Greatness lies not in wealth and
station, as the vulgar believe, nor yet in his intellectual
capacity, which is often associated with the meanest
moral character, the most abject servility to those
in high places, and arrogance to the poor and
lowly; but a man's true greatness lies in the
consciousness of an honest purpose in life, founded on
a just estimate of himself and everything else, on
frequent self-examination, and a steady obedience to
the rule which he knows to be right, without trou-
bling himself about what others may think or say,
or whether they do or do not that which he thinks
and says and does.—*George Long.*

Be Cautious with Indiscreet Friends.—In the
gymnastic exercises suppose that a man has torn
thee with his nails, and by dashing against thy head
has inflicted a wound. Well, we neither shew any
signs of vexation, nor are we offended, nor do we
suspect him afterwards as a treacherous fellow; and
yet we are on our guard against him, not however
as an enemy, nor yet with suspicion, but we quietly
get out of his way. Something like this let thy
behaviour be in all the other parts of life; let
us overlook many things in those who are like

antagonists in the gymnasium. For it is in our
power, as I said, to get out of the way, and to have no
suspicion nor hatred.—*M. Antoninus (Trs. by Long).*

Depreciation.—The disposition to depreciate
what is not ours is often shown with regard to pur-
suits in life. It is right and best that each person
should follow some special occupation, in which he
should strive for excellence. It is not supposable that
he can know as much, or be equally interested in
any other pursuit. But for this very reason, it is in-
cumbent upon him to be modest and unassuming,
willing to observe and ready to accord respect to
that which is plainly out of his power to per-
form. On the contrary, how frequently are
such avocations made the subject of contemp-
tuous remarks and slighting allusions! There are pro-
fessional men who look down upon business as a
mere money-making affair, and business men who
look down upon the professions as offering no sure
road to wealth. There are philosophers who despise
the practical walks of life, and practical men who
have nothing but contempt to give to philosophy.
There are scientific men, dealing only with established
facts, who can accord no respect to ideas, and
idealists who have no patience with the tangible
details of science. There are men carrying the
burdens of State who sneer at poetry, and poets who
disdain all knowledge of politics. What does all this
prove? Not certainly any superiority in one or the
other, but a deficiency in the power of appreciation—
not any peculiar depth in one direction, but a de-
cided narrowness in another.

The Common Question.—

Behind us at our evening meal
The gray bird ate his fill,
Swung downward by a single claw,
And wiped his hooked bill.
He shook his wings and crimson tail,
And set his head aslant,
And, in his sharp, impatient way,
Asked, "What does Charlie want?"
"Fie, silly bird!" I answered, "tuck
Your head beneath your wing,
And go to sleep"; but o'er and o'er
He asked the selfsame thing.
Then, smiling, to myself I said:—
How like are men and birds!
We all are saying what he says,
In action or in words.

The boy with whip and top and drum,
The girl with hoop and doll,
And men with lands and houses, ask
The question of Poor Poll.

However full, with something more
We fain the bag would cram;
We sigh above our crowded net
For fish that never swam.

No bounty of indulgent Heaven
The vague desire can stay;
Self-love is still a Tartar mill
For grinding prayers away.

The dear God hears and pities all;
He knoweth all our wants;
And what we blindly ask of Him
His love withholds or grants.

And so I sometimes think our prayers
Might well be merged in one;
And nest and perch and hearth and church
Repeat "Thy will be done."

—*J. G. Whittier.*

Brains in Business.—One great secret of suc-
cess in business—the secret, in fact, of success on a
large scale—is to conceive of it as a matter of princi-
ples, not merely as a series of transactions. There are
great merchants as there are great statesmen, and
there are small merchants as there are small poli-
ticians, and the difference between the great and
the small men is very much the same in both pro-
fessions. The small politician works by the day,
and sees only the one small opportunity before
him, the small merchant does the same thing—he is
looking for the next dollar. The statesman, on the
other hand, is master of the situation because he
understands the general principles which control
events; this knowledge enables him to deal with large
questions and to shape the future. The great merchant
does the same thing, his business is not a mere
money-getting affair, not a mere matter of barter,
but a science and an art; he studies the general laws
of trade, watches the general conditions of the coun-
try, investigates present needs, foresees future wants,
and adapts his business to the broad conditions of
his time and place. He puts as much brains into his
work as does the statesman, and he ends by being,
not a money getter, but a large minded and capable
man. An eminently successful business man, of the
statesmanlike quality, said the other day that the
more he understood of life, the more clearly he saw
that it was all done on business principles. By which
he meant, not only that the universe stands for the
dollar, but that the universe is governed by unvary-
ing laws, that promptness, exactness, thoroughness,
and honesty are wrought into its very fibre. On these
business principles all life is conducted—if not by
men, at least by that Power which is behind man. It
ought to be the ambition of every young man to treat
his business from the point of view of the statesman,
and not from that of the politician.

MINISTER REID'S PRESENTATION.

Minister Reid put on his swallow-tail coat and
his handsomest cravat, and made his first call on
M. le President Carnot.

M. le President Carnot was graciously pleased to
see the "M. Whitelaw-Reid," and bowed as low
as his visitor.

"M. le President, I tender to you the assurances
of the most distinguished consideration—"

"One moment, M'sieur," interrupted M. le Presi-
dent Carnot, glancing around nervously.

"Where are ze Indians?"

"What Indians?" asked the diplomat.

"Ze Indians of your suite. You bring zem like
the M. Buffalo Bill, do you not? I insist zat zey
shall come out in front. It makes me nervous while
zey are in hiding."

The distinguished newspaper diplomatist was equal
to the occasion. He remembered the lessons of polite-
ness from the times of Louis XIV. to the latest
work on etiquette that he had bought on leaving New
York.

"They missed the boat," he said.

"Ah, zey miss ze boat?" said the ruler of France,
visibly relieved. "Zen, M. le Whitelaw-Reid, I beg
of you to lay ze bowie knife and ze revolver on ze
table behind you."

The M. Whitelaw-Reid again rose to the occasion.
He felt through all his pockets one after the other.

"I forgot 'em when I changed my pants," he said.

"When you change ze pants?" exclaimed the
French ruler. "Ah, yes, ze trousseau we say in
Anglais. Now we will proceed."

And thereupon the M. Whitelaw-Reid delivered
the speech which was published in the morning papers,
with which he had thoughtfully left a copy when
he sailed from New York, and M. le President
Carnot made the graceful response that he had sat up
the night before to compose.—*San Francisco Post.*

HE BROKE THE NEWS.

"You say that I'm pale and flustered and shiver-
ing in my shoes; I'll be hanged if you wouldn't
shiver if you had to break the news. I suppose
you have heard how Quimby is stretched on a bunk
down there, with a pint or more of his own blue blood
mixed up with his auburn hair? Well, they made
me a committee of one to go to his house and
tell his wife all about the scrimmage and what to
her man befell. I went to the house up yonder,
not mashed on the job, you bet, and my classic and
blue-veined forehead was bathed in a quart of sweat.
The woman was in the kitchen, a-singing a plaintive
song, but she dried up when she saw me, for she knew
there was something wrong. Then I coughed and I
hemmed and stammered, and 'Madam,' said I, 'be
brave; your husband is now a-lyin'—'

"Oh, Lord!" what a shriek she gave! And she
walked up and down a-moaning and wringing her
furrowed hands, and her hair fell down like seaweed
adrift on the ocean sands.

"Oh, heaven," she cried, 'my husband! They've
taken my love from me,' and the way she reeled
and staggered was a sight for a man to see. 'So
brave, so kind and so noble! So loving, so grand
and strong! And now must I wait his coming in
vain all the dark day long! And his children will
wail in sorrow, and never again in glee troop down
in the misty twilight and cluster about his knee.'

"And so she went on a-raving; her screams for
a block were heard, and I like a graven image stood
there without saying a word. It seemed like my
tongue was frozen or glued to my pearly teeth, and
hardly a breath came upward from the paralyzed
lungs beneath.

"But I braced up all of a sudden, and, 'Madam,'
said I again, 'I'm sorry—I'm deuced sorry—to
have caused you this needless pain; let up on your
frenzied screaming; you don't need to weep and wail;
your old man ain't dead by a long shot; he's only
locked up in jail.'

"She glared at me for a minute—for a minute or
two, and then she said, 'So the darned old loafer
is down there in jail again?'

"Then she picked up a tub and smashed it all
over my princely head, and I saw she was getting
ready to paint the whole landscape red. So I skipped
through the gate and mizzled so fast that I tore my
shoes, and they don't make me a committee in the
future to break the news."—*Nebraska Journal.*

COMMANDER Spanish mail steamer reports
having seen Shallow Bank, lat. 12 31 N, long. 50 E,
Spanish Meridian, soundings four, and a half
fathoms water.

"Do you know that I came near selling my boots
the other day?" asked a gentleman of his sweetheart.

"How so?" "Well, my dear, I had them half soled."

Smith: "I say, Jones, can your wife cook?"—Jones:

"Oh, yes, she can cook; the only trouble is that I

can't eat what she cooks."

"Why, kitty," exclaimed a little girl, when her
pet kitten had been naughty, "just think! Your
grandmother was a Maltese!"

What a world of mistakes would be avoided if
the same word always meant the same thing!

"Oh, mamma," remarked a small boy, "isn't it

funny that everybody calls my little brother a bounc-

ing baby?" "Why do you think it is, Willie?"

returned the mother. "Because, when I dropped him

on the floor this morning, he didn't bounce a bit."

CORRESPONDENCE.

SAILORS AND PARLIAMENT.

To the Editor.

SIR,—As a regular reader of your bright little journal, I was much pleased with the able article in your last week's issue from the pen of Mr. W. Foreman as bearing on the question of sailors in Parliament.

I have not the honour of being acquainted with the above gentleman, but I can fully agree with all that he states, and beg to add my little testimony to that already given.

The question of a sailor being sent to the House of Commons is not by any means a new suggestion. The time has arrived when the need of such a person there is sorely felt.

Now, even as I would prefer to back the best horse for the Derby, should I ever be tempted to bet — so would I send the best man I could select for the House of Commons to represent our seamen as a labour candidate. For my selection I certainly should stand a good chance of being first favourite in the person of Mr. J. H. Wilson, the hard-working general secretary of the Seamen's Union. Having accepted the man, the question next in order is: Where is there a vacancy? About this point there should be no difficulty. A good man can as well represent one town as another, and therefore I am of opinion that when Mr. Wilson is ready to seek Parliamentary honours, he be invited to stand for one or the other vacancies which in Parliament as well as other places must eventually occur.

Now comes the question of expense—a question always of great importance both in small and great things. Methinks, Mr. Editor, to send a poor man to the House of Commons would be sheer folly, and very uncomfortable, I should say, to the person who had to bear the ordeal. Temptations would perhaps fall in one's path. Oh, no; we must pay the man we send. Therefore, if it's agreed that Mr. Wilson aspires to Parliamentary honours, by all means let us all endeavour to find the essential. In the first place, a fund could be started at once through every branch secretary of the Union, the same to be voluntary, and the lists to be open for the term of six months, the fund to go solely for candidate's expenses. This would be a practical way of testing the sincerity of those who, in common with myself and hundreds more, do think that Mr. Wilson is a fit and proper person to represent the seamen. Seagoing men, and even a shore dog like your correspondent, would kindly help if this easy-to-be-done suggestion was carried into practice. Albeit the seamen's cause is not an easy one to fight, as Mr. Wilson admits, and all those who have and do labour for them have to endure much.

The path is not a rosy one; impatience and discontent is often the reward. I happen to have known Mr. Wilson personally for some years, and I am quite ready to confess that he is one of the ablest of leaders. I well remember the month of July, 1887, when both myself and Mr. Wilson had the honour of being present in the House of Commons on behalf of our associations, when evidence was taken in committee on loss of life at sea.

There, standing before Lord Charles Beresford, who occupied the chair, Mr. Wilson detailed calmly but forcibly his ideas concerning the alterations he would wish to see made on behalf of our seamen of the mercantile marine. His appeals for the widows and orphans of our drowned seamen were no less effective, and caused quite an impression upon the minds of their lordships, some of whom in our hearing gave vent to what they thought.

Therefore whilst Mr. Wilson is at the helm of the Union, and our seamen refrain from violence or any other act that could be termed kicking against the bricks, their cause will prosper, and in the end seaman and owner will for once be in touch with one another. SEAFARING on the breakfast table of the owner, and Mr. Wilson at Westminster getting support to his bill for the imprisonment of all persons sending coffin-shops to sea, then I am sure no one will be sorry for sending a sailor labour candidate to Parliament.—Yours,

J. SIMPSON.

THE ENTRANCE FEE.

To the Editor.

DEAR SIR,—In reference to "Rescuer's" suggestion to the Liverpool branch of the Seamen's Union, in your issue of 15th inst., which I see has not been responded to in any way by any of the branches of the Union, I, as a privilege card-holder and a married man, will thank you on behalf of others and myself if you further spare a space in

your valuable paper on the subject. I joined the Union here shortly before the last strike, and not being able to pay the fees, at the time, was told we could pay when we were able. On my return I went to pay the fees, when I found they were raised to 7s. 6d. besides paying the weekly subscription from date of entry, which I do not think is right, seeing that a privilege cardholder was not entitled to benefits, although they pledged themselves and fought as hard as the paying members. I left a good berth which I had been nearly two years in, although I was offered 15s. a month more than I had been getting, because it was 5s. below the Union scale. Now, I think, like "Rescuer," to keep down scabs the fee might be brought down to the old figure; for if good men cannot join the Union through want of funds they will not stand by and see them and their's starving. There are dozens in Glasgow who will only be too glad to pay the half-crown entrance fee and let their weekly subscription start from date of payment. Trusting the secretary of the Glasgow branch of the Union will give good men a chance of sailing in the good ship Wilson.—I remain, yours,

PRIVILEGE CARD.

Glasgow, June 24th, 1889.

FIREMEN'S GRIEVANCE.

To the Editor.

DEAR SIR,—There is one little grievance (particularly here in Liverpool) which, I think, with many others, our Union should look after, that is when our present dispute is settled. It is this: there are certain steamships—in fact, several companies—who sign all the men for the stokehole alike, that is to say, firemen and trimmers all sign articles as firemen.

Now, sir, some of these trimmers make their first voyage to sea in these boats, and remain for 12 months and more still trimmers, unable to do anything else, sometimes not even that. Still they are discharged voyage after voyage as V.G., or qualified firemen. Twelve months, under our present rules, entitles them to join the Union; the consequence, is they join another ship as qualified Union men, and are very liable to disgrace the name. If it were all trimmers' discharges they possessed, too much would not be expected from them. Therefore, sir, I think we should be more stringent in our rules as regards entrance.

Knowing that you are always ready to assist us in our troubles, I am in hopes you will ventilate this little grievance.—I am yours,

UNION FIREMAN.

Liverpool, June 23rd, 1889.

THE OFFICERS' UNION.

To the Editor.

DEAR SIR,—I had the pleasure of seeing you once in South Shields, and being a constant reader of your craft, SEAFARING, I like the appearance of your bridge. Go ahead full speed, captain, but be careful in foggy weather; attend to the steam whistle. The above Union is making good progress for the time we have been at it. We have splendid rules made by that noble man Mr. Brown, with all those big letters attached to his name. May he live long to see the fruits of his labour.

Mr. J. H. Wilson has promised to do something for us.

All hail the power of Wilson's fame,
Let his enemies prostrate fall;
We must put an M.P. to his name,
And make him king of all.

With the rules in our hands, and the help we already have, our duty to ourselves is very clear. We must first organise, and not cry out "Shipowner, shipowner," until that is done. Then meet them in a consistent way; and I believe they will give us a fair day's pay for a fair day's work, as the interests of their ships are in our hands, much more than any other class of seafaring people, excepting engineers, whom we may take a pattern from; in fact, we will have to get our Union together as they have done. Then, if they wish to amalgamate with us, let us do so, as we are already indebted to them for the wages we now have. May you live long, Mr. Editor, and in unity.

CAPTAIN P. FRASER.

Union of Certificated Shipmasters' and Officers of Great Britain and Ireland.

General Manager: J. Havelock Wilson.

President: Capt. J. W. Wright.

Vice-president: Capt. P. Fraser.

Treasurer: W. E. Bennett.

Trustees: Councillor P. Thornton, Councillor C. D. Miller, Councillor Smith, R. Thornton, Esq.

Secretary: Capt. G. T. Luccock.
Head Offices and Clubrooms, 33, Market-place,
South Shields.
June 24th, 1889.

GRIEVANCES.

To the Editor.

SIR,—Certain masters of the Londonderry firm are trying to pull the wages to 30s. per week, saying they cannot afford to pay 32s. 8d., and they told a certain man that he was the cause of all the mischief, and that he was the instigator of the Union coming to Seaham. And, brother Unionists, one of the masters is nothing but two linseed poultices put together and put in master of one of Londonderry fleet. In fact, Mr. Editor, some book-learned masters, as they call themselves, are not fit for workhouse swabs, let alone masters of steamers.—We remain, brother Unionists,

HARD CASES OF A PORT IN THE DURHAM DISTRICT.

To the Editor.

DEAR SIR,—Would you kindly insert the enclosed report about an assault upon me whilst acting in my capacity as O.D. for the Cardiff branch, at Penarth? I may state that I asked for an adjournment on the absence of witnesses, but was refused. I therefore conducted my own case, although the manager had a solicitor, one witness, and himself to appear against me. My two witnesses were members of the Union, but for some reason, best known to themselves, they kept out of the way until after the conclusion of the case. I consider that these men ought to have appeared and given their evidence, whether it was in my favour or not, if only in the interests of justice. I would like to circulate this report as much as possible among the seafaring community, so that they may be aware of the feeling of the manager of the Marine Hotel against our Union, although he obtains his living through the seamen of the port of Penarth. Hoping you will favour my request by inserting the enclosed report, I remain, yours in unity,

JAMES HARRISON.

O. D. Cardiff Branch.

Cardiff, June 25th, 1889.

The following is the report which our correspondent encloses:—

At Penarth Police-court on Monday (before Colonel Guthrie and Mr. Valentine Trayes) James Harrison, an outdoor delegate of the Seamen's Union, charged Mr. Thomas Starkey, landlord of the Marine Hotel, with assaulting him. There was a cross-summons, in which Harrison was charged with refusing to quit the Marine Hotel.—Mr. A. W. Morris appeared for Mr. Starkey.—Harrison stated that on the 14th inst. he was going into the best bar of the hotel, when Mr. Starkey told him that that bar was not "for the likes of him." Complainant stated that the other bar was full of all classes of people, and afterwards went away. Half an hour later he entered the best bar of the Marine Hotel with two friends. He called for some refreshments, and Mr. Starkey, who was in the bar, said, "D— you, get out of this," and walking round, caught hold of him by the collar and forcibly ejected him.—Mr. Starkey stated that Harrison was very abusive when he first came to the hotel. He was then in company with two firemen in their dirty clothes. He was in the habit of bringing firemen and seamen in their working clothes to the best bar, and he had become a perfect nuisance. When he entered the bar he was alone, and refused to go out when requested. Witness took him by the arm and led him out. Harrison was not disorderly. He considered that he had a right to refuse refreshment to anyone he liked in that bar, and denied using the language attributed to him.—His version of the affair was corroborated by a servant at the hotel.—The Bench considered that the assault was proved, and fined Mr. Starkey 10s. They did not think he had the right to order Harrison out of the bar as long as he was not creating any disorder. The charge of refusing to quit was dismissed.

For further Correspondence see page 5.

THE *Neera* has arrived at Zanzibar, in charge of Lieutenant Nicholas, with a prize crew from her Majesty's ship *Mariner*. The vessel is presumed to have landed a cargo of arms within the blockade limits.

THE Merchant Shipping Pilotage Bill having been considered by the commercial law committee, it has been resolved that, as the views expressed by the council of the Chamber have been taken into consideration by the Board of Trade in framing the bill, no further action by this committee is needed.

MAKERS OF THE UNION.

PART XIV.

This week we are able to give some account of one more of the leading workers for the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland.



MR. WILLIAM FOREMAN.

Mr. William Foreman, as one of the foremost friends of trades unionism, deserves to take a front place amongst the Makers whose lives we from week to week commemorate. Personally, too, we feel we ought accord him special honour, as without him SEAFARING would have had a far harder battle to fight even than that in which it is now engaged. Born in August, 1855, Mr. Foreman, like many another good man and true, began life in a capacity more useful than showy. In other words he was "boy" in various places of business, till in June, 1867, he became connected with the railway work with which he has since so honourably identified himself. At first he was on the Londonderry Railway, and subsequently moved to the North-Eastern Railway. Extreme keenness for riding on engines and performing other such boyish pranks induced his parents to get him a situation where he might run less risk of being run over and slain. Much against his will he was transferred from the line to a timber yard, where he worked so creditably as to win golden opinions, and, finally, promotion, from his employer. His longing for a railway life, however, unabated, and he spent all his spare time on the rails, watching the performances of railway men with the rapture of a lad whose heart is set on a particular calling. Despite the good advice of his parents, who wanted him to stick to the promising career held out by the sawmill-owner, our hero took to the rails again in 1870, and in time occupied various positions, as those of messenger, train clerk, foreman sub-inspector, goods guard, &c. In the last-mentioned position he became exceedingly well-known on the North-Eastern system. Indeed, so well-known and respected was Mr. Foreman, that his mates soon made him their spokesman with their employers, and in fact generally regarded him as their leader. As representative of local grievances he, in 1881, formed one of a delegation of 12, who waited on the directors of the North-Eastern Railway Company, and attempted to regain for the goods guards of the company, the ten hours' system which had been abrogated by a so-called depression of trade. His courage on this important occasion rendered him a marked man. Some of his friends were frightened at his boldness, and he himself became convinced that right, in the absence of might, was of little avail. He swore allegiance accordingly to the Amalgamated Society of Rail-

way Servants, and burning with a conviction in favour of the need for unity in all departments of railway service, succeeded in having a branch of the society founded at his depot, Sunderland. Mr. Foreman was appointed chairman of the promising young branch, and retained his post for about a year when he was elected local secretary. He took an active part in what was known as the Nine Hours' Movement, addressing meetings at the large railway centres in his district, but was glad when the men began to call for more practical reforms. In support of the Ten Hours' Movement he was able, with the aid of others, for the first time in the history of railway men to effect an amalgamation of grades, the shunters and goods guards joining the men of the locomotive department in a movement for obtaining better wages and shorter hours. The engine drivers were to a great extent successful in this movement, but Mr. Foreman, by his outspoken eloquence, unfortunately managed to offend them. He accused them of not being strictly true to amalgamated ideas, but afterwards admitted that their inexperience alone was to blame. This little unpleasantness was, however, utterly forgotten when our hero so advocated the cause of the goods guards and shunters before the directors as to win the warm admiration of all his fellow-workmen. By his special pleading the shunters at any rate gained an hour a day, they being put on the eleven hours' system instead of the twelve as hitherto! The guards, however, failed, owing to lack of unity, and our friend under the influence of this second rebuff, if so we can call it, became filled with a burning enthusiasm for the principles of amalgamation. He began a crusade in favour of the cause, and may be quite truthfully credited with the lion's share of the good results which accrued from the movement.

In 1883 Mr. Foreman launched a new project, which took the form of a second movement for a ten hours' minimum day for the principal grades of railway employees, together with overtime to be paid at the rate of eight hours a day. As Secretary of the Central Committee, which worked the movement, Mr. Foreman proved himself a born leader of men. Owing to his energy and sound businesslike moderation, he was able to prevent the several divisions of the Amalgamated Society of Railway Servants treating separately with the management. In fact, a conference was eventually held at York in November, 1883, where railway servants won a great moral victory, the managers of the N.E.R. once for all agreeing to acknowledge the men as an amalgamated body. Mr. Foreman took an exceedingly prominent part in this conference, wrestling in debate with one bigwig for 55 minutes at a stretch. The proceedings on this occasion are recorded in a pamphlet which has had a large circulation among railwaymen. But beyond a moral victory the result of the conference was almost nil, and Mr. Foreman vowed never again to become delegate for the men till they were thoroughly amalgamated.

Mr. Foreman's services to the cause of the railwaymen have been so numerous and important that even a mere recapitulation of them would far more than fill the space we have at our command. In April, 1886, however, be it mentioned, he was offered and accepted the position of sub-editor to the *Railway Review*, to which he had for a long time contributed. As a fellow pressman, we cannot enough thank Mr. Foreman for the sensible and disinterested way in which he has supported this paper. To him in great measure is owing the fact that the seamen possess an organ in the press, for he it was who, at the meeting of the Executive which in March last decided to support SEAFARING, pointed out the importance to the nautical cause of an organ such as this. Seafaring men, however, owe far more than this to Mr. Foreman, for it was with him that Mr. Wilson conferred as to the advisability of establishing that Union of Sailors and Firemen which is at present one of the wonders of the industrial world.

No better man could Mr. Wilson have selected with whom to discuss the pros and cons of union-making, for Mr. Foreman is in every sense a veteran trades unionist, and one moreover who by his moderation, his culture, and

knowledge of the world, steers clear of the doctrinaire pitfalls which are a danger to all vigorous young movements.

To give some idea of how good an all-round man Mr. Foreman is in the matter of trades unionism, we may mention that it was by his energy that the Sunderland Trades Council was reconstituted in 1883, he taking the post of secretary, which he held during the remainder of his time in Sunderland. In politics Mr. Foreman is an ardent Radical, but draws the line at Socialism, regarding it as impracticable. He was the founder of the Junior Liberal Club at Sunderland, vice-president of one of the Liberal Ward Associations in that town, and was most active in all political work, as, indeed, he is now in North London. In 1884 he was one to suggest a trades' demonstration in support of the franchise to the counties, and acted as secretary to the same.

At this time our hero began to feel the effects of his excessively ardent labours, in the cause of his fellow-men. He held numberless offices, and yet continued working as a guard on the railway. The result was he broke a blood-vessel, and became very dangerously ill. Careful medical treatment, however, brought him round in time, and restored him to his sphere of usefulness.

Mr. Foreman is a staunch teetotaler, and in common with most clever and thoughtful men, is convinced that drink is at the root of much of the poverty that disgraces this great capitalistic Empire. The testimonials that have been presented to Mr. Foreman by his admirers, friends, and fellow-workers are as innumerable as are the services for which they were given. The greater number of them come from railway men. "Working Men and Politics" is the title of a pamphlet by Mr. Foreman which alone ought to secure him recognition.

In conclusion, Mr. Foreman has been twice married, his first wife having been the daughter of Captain Claprett, a well-known and highly-respected north-country skipper. He is the father of a "large little family," and they and the lady to whom he is now united are a great comfort to one of the most hard-working of men. Mr. Foreman was for years a guard, and in that capacity once went through the painful horrors of a railway accident.

A YACHT owner, stopping in Dromore East, writes as follows: "Last week we saw great quantities of what seemed to be cargo dunnage floating about. It looked like sun-dried brush or underwood." It is thought that the above may be of interest in connection with the recent report of floating fruit, dead cattle, &c, seen off the coast east of Hook.

THE *City of Liverpool*, which arrived on Saturday at Liverpool from Ship Island, reports that on the 26th May, in 42 47 N, 54 0 W, she passed quite close to part of a raft (two clamps). It was about 100 feet long and 40 broad, and appeared to have been a long time in the water, was well fastened together, and was covered with grass and slime.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, from her Majesty's representative at St. Petersburg, the following copy of a notice which has appeared in the Odessa official journal: *Vedomosti Odeskavо Gradonachalstva*, Nos. 108, May 20th, June 1st, 1889. Translation: Vessels which on a previous voyage have been to India and called at cholera-infected ports frequently arrive at Black Sea quarantine, with clean bills of health granted at British ports. According to the existing regulations issued to the Black Sea Quarantine Authorities, such vessels had to undergo at the Black Sea ports a quarantine of observation irrespective of the length of time which might have elapsed since they had left a cholera-infected port. Now, the chief of the district, with the consent of the Ministry of the Interior, has granted that those vessels arriving from cholera-infected ports of India, which have been cruising about for more than three months since they left a cholera-infected port, be exempted from a quarantine of observation, provided that during the voyage nobody on board has been ill with cholera, and that the crews of those vessels, on their arrival at a Black Sea quarantine, should prove to be in a perfectly satisfactory state of health.

CORRESPONDENCE.

(Continued from page 3.)

MORE GRIEVANCES.

To the Editor.

DEAR SIR,—A few words about our British seamen at the present time I think will not be out of place. It has been said by the shipowners that the British seamen are on the decline, not only in numbers but also in the material. Now this I do not believe, but if such be the case, who is to blame for it? I should say the shipowner himself. How many good seamen are to be found working on the quays, in our shipyards, and labouring for the different railway companies? And why are they doing this? Simply because they are so disgusted with the wages paid by the shipowner that they will not go to sea. Is it to be wondered at, when they can not only get better pay, but less hours of work, and the comfort of their home? Let the shipowner's pay the seaman a fair wage for his work, they will soon see then that there are as good seamen to-day as there were years ago. This is the first time that seamen have had the opportunity of organising themselves, and they have just as much right, and far more cause for doing so than any other trades society in the country. Have they not always been a down-trodden race? Have they not had to quietly submit to reduction after reduction? The shipowner has always been ready to cry out about the depression in trade. But does he now tell you that freights are better by 50 per cent. than they were some three or four years ago? Does he now come forward and say, "I can afford to give you a rise in your pay as trade is greatly improved?" Oh no, it has to be wrung from him, he still contending that freights are not remunerative. I know of firms who have been losing money for years, and when asked for a rise of pay have had the audacity to say that they were running their steamers at a loss merely to keep the crews employed. Very kind of them, I am sure. But that same firm could build new steamers. I expect the shipowners are like our Cheap Jacks, who stand in the market-places and declare that they are selling their articles for less than they cost them, and living by their losses. Now, the genuine seamen of this country have gone on strike for nothing more than their rights, and for what the shipowner can well afford to pay. The shipowners are now going to any expense to defeat the Union and get scab crews, the refuse of the country. They even boast they can and will man their ships with foreigners. I question whether they will be able to do so, but if they should partly succeed it won't last for long—there will soon be a day of reckoning for some of them. I would like to know how it is the insurance companies calmly stand by and see the ships insured by them going to sea with incompetent crews; manned by scabs—I cannot say men—the refuse of the inland towns. Fancy the shipowners advertising in Leeds for seamen and firemen. If we had some great calamity, such as the foundering of one of our Atlantic liners, the insurance company might then pick up the question of incompetent crews. Perhaps the shipowner pays an exorbitant premium as insurance during the strike, for the extra risk he is running his ship at through not being manned by competent men. I am sure it looks very much like it, especially when the insurance companies allow it to go on under their very nose. Many of the shipowners who are now opposing the just demands of the National Union are members of Parliament, who pose at election times as the seamen's friend, conspicuous amongst them being Mr. C. H. Wilson, M.P. for West Hull. This kind-hearted gentleman has sent to the continent for foreigners to take the places of the men on strike. I wonder what excuse he will make at the next general election for his present action. He told the seamen that the advance they demanded would make a difference to his firm of £15,000. Well, I think that firm is well able to pay it, considering they have the monopoly of the port of Hull. The Wilson Line consists of 84 steamers, with a gross tonnage of 139,581 tons. I should say that the profits of that firm are a great many times £15,000 a year. I also wish it to be noted that this very kind gentleman poses as a Liberal, but I fail to see where his Liberalism comes in. This same gentleman is nursing a local Seaman's Club in Hull that never did any good for its members. Of course it answers his purpose to play off the local club against the National Union. I do not blame the members so much as I do the secretary, who has played into the hands of Mr. Wilson, and making dupes of the men of his society. But eventually these local men will

join the Union and help to fight Mr. Wilson with his own weapons, leaving their noble secretary to fish for himself. Hoping that I am not encroaching upon your valuable space, I remain, dear sir, yours, &c.,

UNITY.

To the Editor.

DEAR SIR,—I take the liberty to write to you these few lines to let you know how some of the owners and captains are trying to import foreigners into Great Britain and Ireland to take the place of Union men who will not sail for less than Union wages. The ss. *Lin o' Dee*, of Aberdeen, arrived in Hamburg with a full crew of Union men at Union wages. About two days after arrival the captain received a letter from the owners informing him to ask the crew if on the next trip they would come back at the old rate of wages, and if they refused to sail at the old rate of wages, namely 30s., he was to ship a crew at Hamburg at the old rate. Now the captain asked the crew if they would come back on these terms, and all refused to sail at less than the Union rate, namely, 32s. 8d., so the captain shipped a German crew at the old rate, and brought them aboard, and they were all to live aft until they got to Aberdeen, and to be kept from the Union crew as much as possible. Now when the Union men saw this they were very wild, but helpless. Now, I do not belong to the *Lin o' Dee*, but I heard how matters were, so I made it my business to see the non-Union men, and I had a talk with them, and I was surprised when they told me that the captain had told them that the wages in Scotland was 28s. per week, and that there was a scarcity of men and that if they shipped with him he would give them 30s. per week. Now, I told them as well as I could how we were situated, and if they went in the *Lin o' Dee* they would be the means of keeping us from getting a fair week's wages for a fair week's work. They listened to all that I had to say, and then they told me that they would not stand in the Union men's way and manfully took their bags and provisions home again, and I believe that if there was a branch of the Seamen's and Firemen's Union here they would have joined at once. So you see that although the crew of the *Lin o' Dee* had never spoken to the Hamburg men, the owners and captain were defeated in their very cute but mean designs.—I remain,

A MEMBER OF THE WHITEHAVEN
BRANCH OF THE SAILORS AND
FIREMEN'S UNION.

Hamburg,
June 20, 1889.

PASSED EXAMINATIONS.

Week ending June 22, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificate.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
O'Farrell, Wm. J. G.	ExC	London
Smith, Sutton	2 M	London
Simmons, Edgar Joseph	2 M	London
Proughton, Herbert A.	2 M	London
Willcock, Fredk. J.	2 M	London
Ahier, Jno. Thos.	O M fore-aft	London
Richards, Alfd. Hy.	2 M	London
Robinson, Herbert E. M.	1 M	London
Jeffery, Frank W. J.	O C	London
Saxton, Alex.	O C	London
Tipson, Robert S.	O C	London
Henry, Wm. Hy.	O C	London
Harris, Alfd.	1 M	London
Wherry, Chas.	1 M	London
McLeod, Jno. S.	2 M	Liverpool
Jones, Peter T.	2 M	Liverpool
Williams, Richd. S.	2 M	Liverpool
Evans, Fredk. Jas.	1 M	Liverpool
Richards, M. L.	O C	Liverpool
Yardley, Hy. A.	ExC	Liverpool
Johnston, Fred.	1 M	Liverpool
Evans, Thos. Jno.	2 M	Liverpool
Dixon, Joseph	2 M	Liverpool
Rees, Wm. H.	2 M	Liverpool
Wilson, Wm.	2 M	Liverpool
Sutton, Richd.	2 M	Liverpool
Goodrich, Saml. B. W.	1 M	Liverpool
Gibbons, Stephens	1 M	Liverpool
Burns, Jno. A.	1 M	Liverpool

Tamlin, Wm. Thos.	O M	Plymouth
Hinde, Geo. D.	1 M	Plymouth
Bidwell, Wm.	2 M	Plymouth
Morrison, Jas. Hy.	2 M	Leith
Ruxton, Jas. V.	2 M	Dundee
Milne, Robt. D. B.	2 M	Dundee
Birss, Andrew	2 M	Dundee
Anderson, Dd. J.	2 M	Dundee
Gordon, Alex.	2 M	Dundee
Dakers, James B.	2 M	Dundee
Shearer, Geo. A.	2 M	Dundee
Gibson, Wm. G.	2 M	Dundee
Farquharson, James	O C	Dundee
Henderson, David M.	O C	Dundee
Rattray, Hy.	O C	Dundee
Grey, Jno. Chas.	1 M	Dundee
Lee, Jno.	1 M	Dundee
Neave, Jno. M.	O C	Dundee
Smith, James	O C	Dundee
McLay, Archd.	2 M	Glasgow
Howie, Jos. B.	2 M	Glasgow
Tait, Robt. P.	O C	Glasgow
Hunt, Arthur	O C	Glasgow
McDiarmid, Jno.	1 M	Glasgow
Williamson, Jno.	1 M	Glasgow
King, Joseph	1 M	Hull
Nott, Francis B.	O C	Bristol
Jones, Fredk. Wm.	2 M	Bristol
Roberts, P. P.	1 M	Bristol
Pugsley, Wm.	Master ss	Bristol
Dodds, James	2 M	Sunderl'd
Edmiston, Robt.	2 M	Sunderl'd
Husband, Fred.	1 M	Sunderl'd
Dyason, Edwin	1 M	Sunderl'd
Butterwick, Richd.	O C	Sunderl'd
Guthrie, Geo.	O C	Sunderl'd
Jensen, Jens. C.	O C	Sunderl'd
Stock, Cecil G.	O C	Newport
Bevan, Geo.	O C	Newport

HOME TRADE.

Ivey, Wm.	Mate	London
Macdonald, Donald	Mate	Greenock
McNeill, Neil	Mate	Greenock

ENGINEERS.

Saddler, Robt.	2	London
Anderson, John	2	London
Aitken, Jno. K.	1	London
Thomson, Wm. G. M.	2	London
Wotherspoon, James D.	2	N. Shields
Elcoat, Jos.	2	N. Shields
Thomson, David	2	Glasgow
Marshall, Alex. R. G.	2	Glasgow
Lennie, Jas. S.	2	Glasgow
Maccall, James	1	Glasgow
Lowson, Thos. C.	1	Glasgow
Thomson, Jas.	1	Glasgow
Foot, Jas.	1	Glasgow
Keith, David	1	Glasgow
Sinclair, Chas. S.	2	Cardiff
Jones, Jno. F.	2	Cardiff
Child, Jno. Hy.	2	Cardiff
King, Wm. Thos.	1	Cardiff
Nicholl, Edwd.	1	Cardiff

THE members of the Local Marine Board at Liverpool Sailors' Home, have presented a gold chronometer, awarded to Captain Wright, of the *Bay of Panama*, for rescuing the crew of the German barque *Border Chief*, in June, 1888.

THE Scottish Shipmasters' Association has held its annual meeting. The report states that during the past year 41 members had required the assistance of the association in a number of cases where vessels stranded, collided, and foundered. Only four certificates were suspended. This is considered to be a strong proof of the efficient manner in which the association looks after the interests of its members.

THE Court of Inquiry into the causes of the non-salvation of the *Sultan* has, it is said, made its report. It is to be hoped, that being so, that the finding of the court will speedily be made public. It is impossible to suppose that the Admiralty can have any intention to suppress it, seeing that the inquiry was avowedly and practically public—the Press being admitted to the court—and whatever may be the finding, it will be extremely injudicious, to say the least, on the part of the Admiralty to countenance any unnecessary delay in its publication.

THE committee appointed to deal with the subject of life saving appliances at sea met again at the Board of Trade on Tuesday to settle their report. The following were present: Mr. Thomas H. Ismay (chairman), Mr. J. G. S. Anderson (vice-chairman), Mr. G. A. Laws, Mr. George Eldridge, Mr. W. John, Captains George Armstrong, John Lees, and H. J. Ward, Mr. Matthew Callaghan, Mr. S. J. Da Costa, Mr. C. R. Tathan, Mr. J. B. Butcher, and the secretary, Mr. Walter J. Howell.

IN THE DOG WATCH.

A correspondent sends us this :—

A VOICE FROM THE DEEP.

Lines on our Noble Secretary, Mr. Wilson.

I sing not of the hero, who has slain his tens
of thousands,
And has won immortal glory, or a name
of great renown ;
But I sing the praise of one, and the glorious
cause he's won,
Though he never led a fierce assault, nor
batter'd down a town.

When oppression crush'd the soul, and
tyranny held fierce control,
Uprose a man among the crowd, a true
and worthy Briton's son ;
With courage and manly right, he fought
the demons greed and might,
And has gain'd a hero's laurels, for the
victory he's won.

He and his devoted band, they made a
journey through the land,
And brought each straggling seafarer,
hand in hand with each other ;
A glorious Union crowns their toil, and each
seaman on British soil
Now recognises in Wilson a true friend
and faithful brother.

NEPTUNE.

A correspondent sends us the following
song :—

Air—"Empty is the Cradle."

Little drop of pea-soup rather salt and spare,
Makes a sailor fat about the head,
Little piece of salt pork not two inches
square,
On a piece of hard and mouldy bread.
Little piece of salt beef every second day,
Killed and salted many years ago,
Little drops of lime-juice to keep bad thoughts
away,
Empty is the locker : tucker's done.

CHORUS.

Little iron ladle, that and nothing more,
Standing in the empty dish alone,
Nasty tea and coffee make our bellies sore,
Oh, empty is the locker : tucker's done.

Little cribs to sleep in wet and cold as ice,
Not a bit of fire to warm your toes,
Little drop of water isn't very nice,
Falling from the deck upon your nose.
Little cooling dips in the scuppers night and
day ;
Not a stitch of dry clothes to put on,
Not a drop of grog to make us light and
gay,
Oh ! gloomy are our looks when tucker's
done.

Little scanty wages, just two bob a-day,
Not a bit of use to ask for more,
Little bright-eyed beauties steal it all away
When they find us on the spree, ashore.
Now the breezes waft us to our native clime,
Daily does our good ship travel on ;
When we'll reach the shore we'll have a
jolly time,
And ship again when all our money's
gone.

C. T.

SEAFARING DISASTERS.

Ancott s, of West Hartlepool, from Oagra Bay
for London, passed Dover Saturday with loss of
mainmast.

Ascupart, previously reported ashore, according to
a telegram from Santa Fe, has been assisted off, and
proceeded, having sustained no apparent damage.

Aldborough is reported by telegram from Hiogo,
June 25, to have arrived leaky ; ship got ashore at
Saracen Reef, but was got off without assistance ;
was in charge of a pilot ; it was pitch dark. Vessel
will be surveyed.

Astraea. Telegram from Ismailia says : *Astraea* s,
Middlesbrough for Kurrachee, was aground on bank
in Small Bitter Lakes, but has floated and pro-
ceeded.

Beneficent (s), stranded near Constantinople
during fog ; afterwards floated unassisted and un-
damaged.

Brazos. Lloyd's agent at Brisbane telegraphs,
under date of June 22 : *Brazos* (United States barque),
from Newcastle (N.S.W.) for Hong Kong, totally
wrecked 500 miles from Sandy Cape. Part of crew
saved, remainder missing.

Bilbao s, of London, for Goole, reported ashore off
Tilbury Fort after collision with *Zadne*, was floated,
and docked for examination.

Bleville. Lloyd's agent telegraphs : *Bleville* arrived
at Madras with rudder sprung ; temporary repairs can
be performed at Madras.

Cape Race (barque), Middlesbrough for River Plate,
arrived at Cowes, assisted by tug *Victor*, with
damage to main rigging on starboard side and rail,
&c., through collision with Norwegian barque
Speranza. *Cape Race* will repair and proceed.

Cape Verde. Lloyd's agent at Melbourne tele-
graphs June 24 : *Cape Verde* (British ship), London
for Melbourne, has been run down and sunk
by the *Iolanthe* whilst at anchor in Hob-
son's Bay, in 30 feet of water. All on board
saved. The *Iolanthe* is from Liverpool for Mel-
bourne. A further telegram states : Damage to
Iolanthe is serious. Bows stove in ; jibboom, bow-
sprit, and foretopmast-yard carried away ; no appear-
ance of damage below water. Salvage entirely de-
pendent on the weather ; as soon as the weather
permits vessel will be surveyed. It is hoped there
will be a salvage.

Cashmere. Lloyd's agent at Manila telegraphs
June 24 : Cargo of British barque *Cashmere* is on fire,
and all means are being used to extinguish it, and
there is a good possibility of success.

Charles W. Oulton. A telegram reports : *Charles W.*
Oulton has gone ashore and is a total wreck at St.
Mary's. No further particulars.

Craigendoran s, previously reported ashore at
Lules, Shargrund, has since been got afloat ; no ap-
parent damage.

Caerleon s, Cardiff for St. Nazaire (coals), arrived
at Falmouth June 20, with main shaft broken.

C. F. Sargent. Telegram from Montevideo states :
C. F. Sargent (United States ship), from Liverpool
for San Francisco, has put into Montevideo with
rudder sprung. She had grounded on English bank,
but was afterwards assisted off.

Cloncurry s, has arrived at Aden, short of coals ;
portion of cargo has been consumed for fuel.

Clapeyron s, has put back to Gibraltar with high-
pressure slide cracked.

Cumberland s, of Newcastle, collided in Shields
Harbour with schooner *Margaret and Ann*, of Mont-
rose, springing several planks in the latter vessel.
Former undamaged.

Cruciero s, for Para, has put back to Liverpool,
and docked with machinery disabled.

Cyprus, steamer, arrived at Sunderland. The mas-
ter reports on 17th inst., when in Havre Docks, the
anchor fluke pierced a plate on the starboard bow
below the load line, and the lower peak filled with
water.

Chirton (British steamer), from Blyth, arrived at
Cronstadt June 26, in entering the harbour holed
lower forepeak tank, evidently with anchor, and her
peak is full of water.

Carlotta. A telegram from Buenos Ayres states
that the *Carlotta* s, has put into Desterro, damaged.

Dart, of Arbroath, Charlestown for Dundee, cargo
china clay, has put into Harwich very leaky ; vessel
is badly strained, and surveyors report she must dis-
charge and caulk throughout.

Dragoman. A telegram from Liverpool states
Dragoman s, arrived in safety at Colombo in tow of
the Bedouin Company's steamer *Hajeen*, which had
been despatched from there to her assistance ; tail
end of shaft broken in stern tube about 10ft. from
the after end ; by landing cargo from after hold can
effect repairs at Colombo. The steamer has on board
both a spare tail-shaft, and spare propeller.

Deak. A cable message from Montevideo states
that the *Deak* s, previously reported, has repaired,
and is ready to proceed.

Dart. Her Majesty's screw surveying vessel *Dart*
is reported to have been lost off the New Zealand
coast. She is of 470 tons burthen, and was under
the command of Lieutenant George C. Frederick.
The report, however, is not credited at the
Admiralty.

Emile. Cablegram from Lloyd's agent at Mag-
dalen Island states : *Emile* ashore, and will probably
be total wreck. Part of the cargo may be recovered.

Owned St. Malo. All hands saved.

Eddystone, for Montevideo, has returned to New
York to repair eccentric.

Engineer s, was placed on the hard at Gravesend
alongside Church's Wharf with stern tube damaged.

Ecuador. Telegram from Rio Grande do Sul states :
Ecuador (British barque), from Buenos Ayres for
Barbados, is ashore at Chuy, a total loss ; one of the
crew drowned.

Frederick. Lloyd's agent at New York cables :
Frederick, from St. John for Larne, was spoken dis-
masted, June 21, in lat. 42 N, long. 61 W, but did not
require assistance.

Gleadowe. A telegram from Pera, dated June 26,
states : *Gleadowe* and *Maud Hartmann*, both grain
laden, collided at Pera ; both damaged, temporary
repairs recommended.

Granada. Cablegram from Acapulco states :
Granada s, belonging to the Pacific Mail Steamship
Company, from San Francisco for Panama, sailed
from Manzanillo June 22, experienced heavy weather
and went aground at Point Tecupan, 63 miles south-
east of Manzanillo. *Clyde* s, of same company, will
be sent to her assistance.

General Roberts. Lloyd's agent at Lowestoft tele-
graphs June 24 that *General Roberts*, of Liverpool,
has been in collision with the *Stephan*, of Bremen,
during a thick fog, June 21, Lowestoft bearing NW
40 miles. Much damage to spars, sails, and rigging.

Hindoo s, is ashore near Jeddah, badly damaged ;
assistance sent.

Hindoo. Telegram from Jeddah states : *Hindoo* s,
which was ashore near Jeddah, has been got off with
assistance of Turkish gunboat, and arrived at Jeddah.
Damage not so extensive as at first supposed. Slight
repairs are necessary.

Iser. A telegram from Trincomalee, dated June
25, states : *Iser* s (previously reported put in leaky
after being ashore), temporary repairs effected and
certificate of seaworthiness granted.

Iolanthe, see *Cape Verde*.

Joshua Nicholson, which was in collision with
Scotia, has arrived at Constantinople with bows
damaged.

Jennie Phinney has arrived at New York in tow,
with stern stove in.

John Pitcairn (brig), previously reported ashore
Broadness Point, Northfleet, has been assisted off by
a tug, apparently undamaged.

John Macdonald. A cablegram from New York
states that a lifebuoy marked *John Macdonald* has
been picked up off Long Island.

Katy (steamer) previously reported ashore Heli-
gholmen, South Gotland, has been floated and pro-
ceeded to Oscarshamn for docking.

Lightship, see *Vidosala*.

Margaret and Ann, see *Cumberland*.

Marianne, of Falmouth, has arrived at Bristol
from Plymouth, and reports having collided near
Horse Shoe Point with Bristol *Dredger No. 1*, and
lost bowsprit and jibboom and received other
damage.

Maud Hartmann see *Gleadowe*.

Mamari. Telegram from Hamburg states : British
s, *Mamari*, and the German mail steamer *Porto*
Alegre, from Hamburg, have been in collision at
Blankenese. Former is badly damaged. Latter pro-
ceeded. Damage, if any, not known. *Mamari* is
discharging part of her cargo.

Mary Jane Gregory. Telegram from Liverpool
June 20, states that the schooner *Mary Jane*
Gregory, Runcorn to Stranraer, fell across the bows
of the *Persian Prince* s, from Miramichi, at anchor
in the river ; former vessel sank, crew saved ; latter
sustained no damage ; former lies sunk about mid-
river, cargo salt.

Oakfield. Telegram from Constantinople states :
Oakfield, from Ruxine for Hull, with rape and lin-
seed, grounded to avoid collision, floated by *Belos*,
after discharging 250 tons cargo.

Ogmoo s, of Dundee, from Oronsay, has been
towed into Ardrossan with shaft broken.

Patriot Queen. *Scythia*, Cunard Line steamer,
arrived at Boston, reports having spoken the U.S.
ship *Wm. G. Davis* on June 21, in lat. 42 N, long. 63
W, with the crew of the British barque *Patriot Queen*
on board.

Persian Prince, see *Mary Jane Gregory*.

Pilot Cutter, see *Royal Crown*.

Porto Alegre, see *Mamari*.

Royal Dane s, of Newcastle, passed Woolwich June
24, coming up in charge of two London tugs, appa-
rently broken down.

Rhodora. Telegram from Newport, Mon., June
20, states that the *Rhodora* burst her main steam-
pipe whilst hauling into the lock for sea ; put back to
dock.

Royal Crown (steamer), of London, when off Barry,
ran into the pilot cutter No. 28, of Cardiff. The
Royal Crown had plates damaged on starboard bow ;
cutter had mast carried away, and was otherwise
severely damaged.

Salisbury, previously reported aground below
Sharpness, has been safely docked.

Stephen, see *General Roberts*.

Scotia, see *Joshua Nicholson*.

Speranza, see *Cape Race*.

St. Mark. Lloyd's agent at Corunna telegraphs,
June 25, *St. Mark*, from Sardinia for Antwerp, laden
with mineral of zinc, foundered after striking on a
rock during a fog.

Tweed. Lloyd's agent at Penarth telegraphs, June
26, *Tweed* put back with engines disabled.

Vidosala. Lloyd's agent at Copenhagen tele-
graphs : *Vidosala* (British steamer), has been in

collision with the Drogden *Lightship*. Bowsprit and steam damaged. Vessel proceeded northwards.

Vessels. *Rinaldo* (British steamer), of Gibraltar, reports that on June 22, Cape Gatt bearing NW by W, she passed an abandoned and waterlogged vessel, but could not ascertain her name; appeared to be a brig of 300 tons. The wreck was in a position dangerous to navigation.—*Chiswick*, from Decido, at Newport (Mon.). The master reports that on June 15, at 5.30 a.m. Cape Villano bearing SW, seven miles, passed a vessel of about 500 to 600 tons bottom up, but owing to bad weather could not distinguish name or colour of paint. The wreck is right in the track of vessels bound north coast of Spain.

Vindomora. Telegram from Copenhagen states: British steamer, *Vindomora*, Sunderland for Copenhagen, with coal, is aground at Stubben. Is discharging her cargo into lighters.

Westmeath. Telegram from Ismailia states: *Westmeath* s, was aground on bank in Small Bitter Lakes. She is now reloading in siding, kilometre 133.

Zadne. Telegram from Gravesend states: Steamers *Zadne*, of London, from Swansea, coals, and *Bilbao*, of London, for Goole, general cargo, collided off Gravesend. *Zadne* sustained damage to stem, but has proceeded up the river. The *Bilbao* was cut down below the water's edge on port bow, and was run ashore below Tilbury Fort. She has four feet of water in forehold, and is leaking there about three inches of water per hour. The lower tiers of cargo are wool, and captain thinks they must be wet. Cargo consists of wool, silk, gambia, hides, &c. The hole will be patched when the tide ebbs.

SHIPS SPOKEN.

Ada Browne (English barque), steering east, June 11, 44 N, 28 W, by the Flandria s, at Havre.
Arden (British steamer), for Jamaica, June 6, lat 26, long 74, by the Ailsa s, at New York.
Ascalon, London to Adelaide, May 2, 5 by N, 26 W, by the Rajore, at Dundee.
Ardencraig, Montrose to Melbourne, May 5, 5 N, 30 W, by the Charlwood, at Falmouth.
Anni, New York to Hamburg, 21, 49 N, 7 W, reported from Liverpool.
Amicitia s, New York to Baracoa, June 6, off Castle Island, reported from New York.
Austria (British ship), London to New York, June 1, lat. 51, long. 17, reported from New York.
A Wilson Line steamer, bound east, June 18, 50 N, 10 W, by the Eider s, at Southampton.
An English brig, bound east, June 21, 49 N, 17 W, by the Werra s, at Southampton.
Benton (?) (barque), of London, April 15, lat. 33, long. 40 W, all well, by the Valkyria, at Chatham (N.B.).
English barque, steering east, June 23, north of Texel, by the Schwan s, in the Weser.
Bangalore, London to Calcutta, April 30, 3 N, 26 W by the Rajore, at Dundee.
Beta (ship), "Harbour," to Liverpool, June 20, off the Barrele, by the Britannic s, at Liverpool.
Ben Douran (English ship), Iquique to Queenstown, June 17, 50 N, 13 W, by the Veendam, s, at Rotterdam.
Colonist (s), of Leith, for Algoa Bay, June 20, five miles NW of Finisterre, by the Baron Hambro s, Hole, from Lisbon to Vlaardingen, in the Downs.
Chili, London to Keppel Bay, June 1, 13 N, 27 W, by the Spencer s, at Liverpool.
Capenhurst (barque), steering east, June 16, 45 miles west of Tory Island, by the Sarnia s, at Liverpool.
Camelia, New York to Bremen, June 23, off Portland, reported from Liverpool.
Carnarvon Castle (barque), San Francisco to Havre, all well, May 21, 1 N, 30 W, by the Plato s, at Bahia.
Cygnets (s), of London, steering SW, June 15, 45 N, 8 W, by the Golden Fleece, steam yacht, from Gibraltar, at Cowes.
Craigiala (British barque), Shields to Valparaiso, May 20, lat. 22, long. 40, reported from New York.
County of Haddington (four-masted ship) Perry, Calcutta to Dundee, all well, March 9, 2 S, 90 W, by the Maulesden, off the Lizard.
Clan Grant, from Iquique 48 days, 33° S, 33 W, by the Dartford, spoken by the Ben Douran, at Queenstown.
Croatia, Hamburg-American line steamer, steering west, June 15, 47 N, 23 W, by the Bavaria s, at Hamburg.
Duchess of Edinburgh, June 18, 50 N, 24 W, reported by telegraph from Liverpool.
Dartford, Pisagua to Falmouth, May 27, 30 N, 47 W, reported from Liverpool.
Dabulamanzi (s), bound south, June 17, 16 N, 18 W, by the Norham Castle s, at Plymouth.
Doris (English schooner), steering east, June 9, 40 N, 38 W, by the Francia s, at Havre.
Dartford, of London, Pisagua to Falmouth 80 days, May 27, by the Ben Douran, at Queenstown.
Ennerdale, steering south, June 5, 9 N, 26 W, Eskdale, June 5, 9 N, 26 W, both reported from Liverpool.
Errol (late Carisbrooke Castle), of London, Cardiff to St. Catherine's, 43 N, 12 W, by the Elise (Italian barque), from Genoa, at Cardiff.

Eskalons (?) Ascalon (barque), London to Adelaide, May 2, 3 N, 27 W.
Ellen A. Read (barque), of Yarmouth, June 7, 10 N, 26 W, by the Olinda s, at Lisbon.
Elysia (s), New York to Bristol, June 13, 172 miles East of Sandy Hook, reported from New York.
Erin (s), bound west, June 17, 48 N, 22 W, by the Denmark s, in the Thames.
Emeline Jenkin, from Trapani, June 17, 46 N, 39 W, reported by telegraph from Liverpool.
Fiji, for San Francisco, March 29, 6 N, 91 E, reported from Liverpool.
Fawn, New Orleans to Almeria, June 7, lat. 42, long. 53, reported from New York.
Ferdinand (ship), of Christiania, bound to Hamburg, June 19, 52 N, 3 E, by the Olinda s, at Hamburg.
Glencaird, of Liverpool, bound south, all well, June 19, 49 N, 12 W, by the Denmark s, in the Thames.
Haddon Hall (ship), of Liverpool, steering north, June 4, 8 N, 27 W, by the Desterro s, at Hamburg.
Haytian Republic (s), New York to San Francisco, all well, May 13, off Pernambuco, reported from New York.
Hondeklip (British brig), Swansea to St. John's, June 2, 54 N, 23 W, by the Circassia s, at New York.
Henrik Isben (barque), Buenos Ayres to Cardiff, lat. 50, long. 15, by the Italy s, at Liverpool.
Hawarden Castle s, London to Cape Town, June 15, 14 N, 18 W, by the Norham Castle s, at Plymouth.
Henry, of Sarpsborg, Fleetwood to the River St. Lawrence, all well, June 22, 51 N, 18 W, by the Gaditano s, from New York, at Avonmouth.
Joseph B. Thomas, Baltimore to San Francisco, April 25, off Staten Island, reported from New York.
Johann Carl, Clyde to Buenos Ayres, June 11, 44 N, 13 W, by the Charlwood, at Falmouth.
Joanna, homeward bound, May 25, 35 S, 21 E, reported from Liverpool.
Konoma (British barque), St. John (N.B.) to Mersey, June 5, 45 N, 50 W, by the Brooklyn City s, at New York.
Kenilworth (British steamer), Baltimore to Port Antonio, June 8, off Castle Island.
Lucknow (British ship), Newcastle to San Francisco, March 2, 34 S, 168 E, by Hartfield, at San Francisco.
Lydia (British ship), Fowey to New York, June 8, 42 N, 55 W, by the Werra s, at New York.
Leading Chief, for London June 16, 43 N, 7 W, reported by telegraph from Liverpool.
Lavinia, of Greenock, June 24, 30 miles NNE of Smalls, by the Zancala s, at Liverpool.
Leading Chief for London, June 21 (not June 16, as before reported) 48 N, 7 W, reported by telegraph from Liverpool.
Macleod, of St. John (N.B.), steering east, June 14, 46 N, 37 W, by the Santiago s, in the river Thames.
Magdaline, for New York, June 15, 52 N, 31 W, reported by telegraph from Liverpool.
Madeline Rickmers (German barque), steering east, June 10, 42 N, 36 W, by the Francia s, at Havre.
Miaka (British barque), steering east, June 15, 46 N, 26 W, by the Bavaria s, at Hamburg.
A British man-of-war, steering NW, June 7, 39 N, 72 W, by the British Prince s, at Liverpool.
Navesink (yacht), Captain James W. Sawler, E. S. M. Kinsiey, Hans Hansen, New York to Havre 30 days, all well, June 20, off Valentia. Inquired distance to Cape Clear.
New York, Swansea to Bird Island, March 28, 20 S, 38 W, reported from Liverpool.
Noddleburn (British barque), June 6, 47 N, 12 W, by the Patmos, at Antwerp.
Nubian s, bound south, June 16, 15 N, 18 W, by the Norham Castle s, at Plymouth.
Nubian s, from Southampton, June 16, 20 N, 18 W, by the Arab s, at Southampton.
Narista (?) (English barque), June 12, 43 N, 42 W, by the Gothia s, in the Elbe.
Obdam (s), Rotterdam to New York, June 17, 620 miles from the New Waterway, by the Veendam s, at Rotterdam.
Panmure, of Dundee, homeward bound, June 19, 50 N, 9 W, by the Denmark s, in the river Thames.
Penobscot (barque), New York to Singapore, June 6, lat. 36, long. 69 W., reported from New York.
Piskataqua (British barque), Portland to Bahia Blanca, June 8, lat. 41, long. 58, by the St. Romans s, at New York.
R. C. Rickmers (ship), of Bremerhaven, Rangoon to Bremen, June 10, 42 N, 44 W, by the Francia s, at Havre.
Rival, from Halifax, 55 N, 9 W.
Selkirkshire, for Clyde, June 27, 50 N, 20 W, both reported by telegraph from Liverpool.
Sylvan (barque), of Maitland (N.S.), New York to Manila, June 3, 5 N, 29 W.
Seafarer (English four-masted ship), steering south, June 5, 12 N, 26 W, both by the Desterro s, at Hamburg.
Six topgallant yard ship, main sky sail, painted ports, could not distinguish signals, May 7, 3 S, 26 W.
A National Line steamer, bound west, June 19, 45 N, 37 W, by the Werra s, at Southampton.
A White Star Line steamer, bound west, June 15, 42 N, 49 W.

British four-masted ship, steering SW, June 16, 50 N, 7 W, by the City of Liverpool, at Liverpool.
English three-masted schooner, 12 N, 26 W, by the Bianca s, Witt, at Hamburg.
Sokoto, of Liverpool, Hamburg to Melbourne, May 9, 1 N, 27 W, both by the Ben Douran, at Queenstown.
Strathearn, June 21, 49 N, 8 W, rep. ted by telegraph from Liverpool.
British steamer, bound east, June 22, both by the Wieland s, at Plymouth.
American ship, steering east, June 3, lat. 42, long. 68, reported from New York.
Tabor, Swansea to Shediak, June 12, 51 N, 34 W, by the Canopus, at Liverpool.
Themis, of Brake, Barbadoes to Liverpool, June 17, 50 N, 13 W, by the Ben Douran, at Queenstown.
Venezuela (British barque), Portland to Buenos Ayres, June 6, lat. 42, long. 57, by the Aller s, at New York.
Venezuela, of Yarmouth (N.S.), Cape Elizabeth to Buenos Ayres, June 7, 42 N, 53 W, by the Ardangorm s, at Dunkirk.
Wayfarer (English ship), Liverpool to Sydney, June 7, 15 N, 26 W, reported from Liverpool.
William Cochran (barque), of Dorchester (N.B.), bound west, June 13, 40 N, 43 W, by the Scandinavian s, at Glasgow.

AGES OF REIGNING MONARCHS.

As Queen Victoria has lately completed her 70th year, the following statement of the ages of various reigning monarchs, ranging from the oldest to the youngest, may prove interesting: The King of the Netherlands, aged 72; the King of Denmark, 71; the King of Wurtemberg, 66; the Emperor of Brazil, 63; the King of Saxony, 61; the King of Sweden and Norway, 60; the Emperor of Austria, 58; the King of the Belgians, 54; the King of Portugal, 50; the King of Roumania, 50; the Sultan of Turkey, 46; the King of Italy, 45; the Emperor of Russia, 44; the King of the Hellenes, 43; the King of Bavaria, 41; the King of Siam, 35; the German Emperor, 30; the Emperor of China, 17; the King of Servia, 12; and the King of Spain, 3.

COURTSHIP IN KAFIRISTAN.

A Kafir, having fixed his affections upon some female, acquaints his parents with his intentions. They apply to the parents of the girl, and if the latter do not consent to the union, a fight is inevitable. If the parties agree, the next proceeding is to appoint two expert female negotiators, who, by stratagems, gain access to the house with the object of broaching the subject to the young lady. The lady ambassadors carefully avoid any sudden or abrupt mention of the awful subject of their mission, but launch out in praises of the gentleman who seeks her hand. They speak of his possessions, his courage, and other accomplishments. The girl, pretending to be affronted even at these remote hints, grows refractory and runs away, tearing the ringlets of her hair as she retires; while the female ambassadors, having got the consent of the parents, drag her from her concealment and carry her by force to the house of her destined husband, and there leave her, where she is compelled to remain for days silent and dejected, refusing food, till at last, if kind entreaties do not prevail, she is made to submit by blows to the union. The Kafir who has the reputation of having committed a number of murders of Mahomedans enjoys exceptional privileges; he is respected by all in the neighbourhood and experiences little or no difficulty in procuring a wife for himself. The Kafir woman is doomed to a life of toil and drudgery, and the husband has the option of discarding her any moment he feels so disposed.

BALDNESS AND SHAVING.

It is the custom of several races to produce artificial baldness by shaving the head. The Chinaman is perhaps the best example of this. He shaves the hair from the forehead and temples, and leaves only a circular patch which he allows to grow into a tail. The Andaman Islanders shave almost the entire surface of the scalp, as thoroughly as the imperfect implements at their command will allow them. Formerly they used chips of broken flint for this purpose, but since the arrival of Europeans upon their islands they can indulge in the luxury of a shave with a piece of broken bottle-glass. It is said that a wife takes a peculiar pleasure in shaving the head of her husband. Towards the close of the fifth century a shaven crown began to be regarded, both in the East and the West, as a necessary mark of the sacerdotal caste; and the barber's razor was required to co-operate with the bishop's hand to constitute the priest. Two modes of shaving the clerical crown—the circular and the semi-circular—came into use; but who were the inventors of them? History, with blameworthy carelessness, has neglected to record. The Roman clergy gave a preference to the circular shave, which was and is performed by making bald a small round spot on the very crown of the head, and leaving it encircled by hair. The Scottish monks, on the other hand, adopted the semi-circular mode, and shaved the forepart of their head from ear to ear, in the form of a crescent.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the postal union.

All subscriptions must be paid in advance.

SEAFARING may be obtained at any branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, at Messrs. W. H. Smith & Son's Book-stalls, from a Newsagent, or at 150, Minories, London, E.

TO CORRESPONDENTS.

Correspondents should write on one side of the paper only anything meant for publication, and address, not to 13, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

SEAFARING MEN

Should Join without Delay

THE NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION
Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

"(1) To improve the condition and protect the interests of all classes of seafaring men. (2) To establish homes for seamen in all places where the Executive Committee deem it expedient. (3) To make advances of money to seafaring men at low interest on security of their wages and allotment notes. (4) To endeavour to obtain reasonable hours of duty, and to maintain fair rates of wages. (5) To assist members whose interests have been damaged by reason of prominent services rendered to the society. (6) To afford legal assistance, either as plaintiff or defendant, to any member of the society in respect of matters arising out of, or incidental to, his employment as a sailor or sea-going fireman, cook or steward, including claims for wages, damages for breach of contract for wages, compensation for injuries, claims for salvage, alleged liability for negligence or misconduct involving loss or forfeiture of wages or involving penalties, and all claims and liabilities, whether under the Merchant Shipping or any other Act or Acts of Parliament, or otherwise, of what nature soever, so arising or incidental as aforesaid, nevertheless, to the rules of the society; and to provide for the maintenance of members detained on shore till their cases are tried. (7) To use every effort to provide for the safety of ships work in order to prevent loss of life at sea. (8) To provide a better class of men for the merchant service, and to see that all members that are engaged through the Union shall be on board at the appointed time and in a sober condition ready for work. (9) To provide assistance to shipwrecked mariners. (10) To provide assistance to members who are travelling in search of work. (11) To put seafaring men, intending to become members but for the time being unable to pay, on the same footing as paying members, except with regard to financial benefits, by granting them Privilege Cards. (12) And to provide funds for the relief of members in sickness or temporary disablement, and for their respectable interment." Full particulars on application at any of the branches of the Union.

The names of the Branch Secretaries of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland and the offices of the respective Branches of that Union are as follow:—

ABERDEEN.—Jas. C. Thompson, 58, Ship-row.
ARDROSSAN.—J. Adams, Factor, Harbour-place.
BARROW-IN-FURNESS.—E. Clayton, 21, Hind-pool-road.
BELFAST.—J. Farquharson, 56, Corporation-st.
BIRKENHEAD.—Alexander Shepherd, Grapes Hotel, Bridge-street.
BLYTH.—Thos. Hall, Lockhart's Coffee Rooms.
BRISTOL.—J. Fitzpatrick, 48, Prince's-street.
BURNTISLAND.—Jas. Moody, Lower Leven-street Hall.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street.
CORK.—Dominick Bordessa, 12, Merchants Quay (pro tem.).
DUBLIN.—John Dench, 87, Marlboro'-street.
DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.
FLEETWOOD.—Robert Price, Sailors' and Firemen's Union, Warren-street.
GLASGOW.—M. E. Darby, 13, James Watt-street.
GOOLE.—James Hill, 32, North-street.
GRAYS.—J. Wildgoose, 5, Queen-street.
GRAVESEND.—J. Gravesend.
GREAT GRIMSBY.—Wm. Young, 33A, Cleethorpe-road.
GREAT YARMOUTH.—J. Jacques, George and Dragon Hotel, Gorleston.
GREENOCK.—E. Donnelly, 11, Cathcart-street.
GRANGEMOUTH.—Chas. C. Byrne Masonic Hall, Grange-street.
HULL.—George Reid, Unity Hall, 3, Prince-street, Dagger-lane.
KING'S LYNN.—Wm. Bennett, 14, South-street.
LEITH.—R. Smith, Trafalgar Halls, 54, Bernard-street.
LIVERPOOL (South End).—Wm. Nicholson, Trades Hall, Duke-street.
LIVERPOOL (North End).—James Stuart, 116A, Derby-road, Bootle.
LONDON (Tidal Basin).—T. M. Walsh, 3, Tickford-terrace, Tidal Basin, E.
LONDON (Green's Home Branch).—T. J. Wilson, 9, Jeremiah-street, East India-road, E.
LONDONDERRY.—Thos. McGowan, 27, William-street.
MARYPORT.—John Smith, 95, King-street.
MONTROSE.—John Wood, 14, Wharf-street.
MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.
NEWPORT (Mon.).—John Phillips, 31, Ruperra-street.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street.
SHIELDS (North).—George Stewart, 8, New Quay.
SOUTHAMPTON.—J. Nash, Insurance Chambers, 70, High-street.
SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-street.
WEST HARTLEPOOL.—J. McIntyre, corners George and Adelaide streets.
WHITEHAVEN.—Peter King, 8, Strand-street.
WORKINGTON.—Thomas Dobson, 20, Botney-street.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WALTER FOSTER,
PRACTICAL,
Artistic, and Commercial Printer,
ALBION PRINTING WORKS,
ALBION PLACE,
HIGH STREET,
SOUTHAMPTON.

ESTIMATES ON APPLICATION FOR EVERY DESCRIPTION OF WORK.

DAVID JONES & CO.
The largest Cake Makers in Wales,
Westminster Stores, Cardiff.

IMPORTERS OF
INDIAN, CHINA, AND CEYLON TEAS.

English, Irish & American
PROVISION MERCHANT
AND
Fresh Meat Salesman, &c.

TOBACCONISTS COMMENCING.

See Illustrated Guide, "How to open respectfully £20 to £1,000" (post free).
"TOBACCONISTS' OUTFITTING CO. (late H. Myres & Co.) (Reg.), Beech-street, London, E.C., Largest and Oldest Complete Tobacconists' Furnishers in the world.—Manager, HENRY MYERS.

£20

JUST ISSUED.

An interesting pamphlet of 24 pages, entitled:—

"WORKING MEN AND POLITICS,"

By WM. FOREMAN.

This pamphlet is written expressly for working men, and deals, fully with their political interests. The Author, having had a wide and varied experience of working men in connection with trade, friendly, and other societies, as well as in political associations and clubs, has had excellent opportunities for studying their interests and proclivities, which should well qualify him to write on the subject he has chosen.

PRICE ONE PENNY.

POST FREE, 1½d.; OR 1s. 8d. PER QUIRE OF 25 Carriage Paid.

May be ordered from A. RITCHIE, Wholesale News Agent, 6, Red Lion-court, London, E.C.

ROSETTES FOR UNION MEN

Tastefully made at 2½d. each by
J. & C. McLAGAN, 170, Blackness Rd., Dundee.
Rosette makers to the Dundee Branch of the Sailors' and Firemen's Union.

Pianoforte, Harmonium, and American
Organ Warehouse.

HAMMOND & SON,
4a, ABOVE BAR,
SOUTHAMPTON.

Pianos, &c., on the Three Years' System, from 10s. per month.

J. J. ROBINSON,
MARKET HOTEL,
MARKET PLACE,
MIDDLESBOROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT
Choice Wines. Cigars of the Finest Quality. Middlesborough Branch Meetings of the Sailors' and Firemen's Union held at this house.

J. WARREN,
PRACTICAL TAILOR & GENERAL OUTFITTER
40, ST. MARY STREET,
CARDIFF.

ADOLF LYCHE,
SCANDINAVIAN HOUSE,
142, BUTE ROAD,
CARDIFF.

PRACTICAL TAILOR & GENERAL OUTFITTER.
SEAFARING MEN
IN LIVERPOOL
SHOULD DEAL WITH
TURKINGTON,
BUTCHER,
60, PADDINGTON.

PASSENGERS BEWARE APPALLING SHIPWRECKS AND LOSS OF LIFE

Are expected by Experienced Seamen as the result of Vessels leaving Port with

Seasick and Incompetent Crews.

REFUSE TO TRAVEL

Unless all the Crew are Union Men, who are all Real Seamen, and NOT Impostors.

Reliable Clothing. Reliable Clothing.

JOTHAM & SONS,
26 & 27, St. MARY ST.,
CARDIFF,

Are Manufacturers of

"RELIABLE" CLOTHING

At the lowest possible cost to purchaser.

The Largest Stock in the Principality.

THE MOST COMMODIOUS PREMISES IN SOUTH WALES AND THE WEST OF ENGLAND.

All Serge and Dungaree Goods manufactured by the Firm's own workmen.

JOTHAM & SONS,
BESPOKE TAILORS, HATTERS, HOSIERS,
AND GENERAL OUTFITTERS,
26 & 27, St. Mary Street, Cardiff.
ESTABLISHED 1838 (51 years).

MASTERS & Co.,

THE CARDIFF, SWANSEA, & NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,

29 AND 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & CO.,

18 AND 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,

39 AND 40, NEWPORT.

PERMANENT PHOTOGRAPHS.

Photographs of the highest finish at

MR. ALFRED FREKE'S,
21, Duke Street, Cardiff.

CALL AND SEE THE SPECIMENS.

UNION OF Certificated Shipmasters & Officers OF GREAT BRITAIN & IRELAND.

HEAD OFFICES & CLUB-ROOMS:—
33, MARKET PLACE, SOUTH SHIELDS.

The above Club-rooms are fitted up with
READING ROOMS, LAVATORY,
And all other Necessaries for the use of Members.
All Certificated Shipmasters and Ship Officers are
Cordially Invited.

Weekly Meeting Nights:—
WEDNESDAYS, AT 7 p.m.
CAPTAIN GEORGE T. LUCCOCK,
Secretary.

The above named Union will, as soon as the rules are registered, spread branches throughout Great Britain and Ireland. In South Shields, at present, its numbers are, 59 Master Mariners, 2 Extra Masters, 1 Master and Passed Compass Deviation, 13 First Mates, 9 Only Mates, 6 Second Mates.
N.B.—This is the only Officers' Union with 80,000 Seamen and Firemen at its back.

NOTICE.

Correspondents are requested to write on one side of the paper only, and not to delay sending in their communications till the last moment.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, JUNE 29, 1889.

"JACK TAR, from this time forth, will be a good Radical. He sees how the classes—the people who grow enormously wealthy out of Jack's labours—have united to deny his every reasonable demand. That many of the shipowners are murderers goes without saying. They send ships to sea knowing that they will sink, or with orders that they are to be sunk. They drown Jack for the insurance money, just as an epidemic of child murder for insurance money now prevails in England, a country that has the brazen impudence to lecture Ireland on its crime, which is tenfold less proportionately than that in England. It is noticeable how the papers owned by the classes have taken no notice of the greatest strike of the generation until it began to look serious. The Tories refuse to give sailors and labourers votes, because they are afraid they would have to do justice to them. They exclude 2,000,000 of the labouring class from the franchise. Out with them, then, from power as criminal enemies of the people." This is what *Reynolds's Weekly* newspaper says. Considering how enormous is the circulation, and how great is the influence of that paper, the sailors have cause to be thankful for its support. And, no doubt, the best of them are. But the treatment that the proprietor of SEAFARING has lately been receiving is not such as to encourage any newspaper to take up the sailors' cause. For having spent a year of his time, and many hundreds of pounds over this JOURNAL in the interest of seafaring men, he is foully abused by a creature who, so far from spending anything on the Union or the sailors, has been their paid servant. It is not, of course, with the approval of the leaders of the Union that these foul attacks are being made. On the contrary, the best men in the Union deplore them. Out of its many thousands of members less than a score ap-

prove of these outrages. The executive would, therefore, have the support of the vast majority of the members in expelling without delay the small number of malcontents. If any member of the Union has a grievance against any of its officers, his duty is to lay that grievance before a Union meeting, not to attack the Union in the newspapers. Yet the foulest attacks upon the Union and the proprietor of this paper have been made in certain prints of limited circulation by a discarded servant of the Union. Such proceedings would at any time deserve condemnation. But considering that the author of these outrages has carefully chosen to commit them at a time when the Union is engaged in a gigantic struggle, such a creature can only be considered a traitor to the cause, and either the Union must collapse or expel him. From the way in which we are being abused, people may imagine that we are making a handsome thing out of the sailors and firemen. But this is the very reverse of the truth. For many months we lost from £30 to £40 a week. The loss is not so heavy now. The circulation of the paper increases each week, and the loss therefore decreases; but the loss is still considerable. These are facts which shew that, instead of abuse, we merit gratitude. Meanwhile the Strike goes on; how long it is to last nobody seems exactly to know. But there are signs that the manning of ships with incompetent crews will not be carried on with entire impunity in future. Last week, for instance, after SEAFARING had appeared, Mr. Broadhurst, in the House of Commons, asked the President of the Board of Trade whether his attention had been called to the action of the shipowners of the Northern seaports in organising imported foreign and incompetent home labour for the purpose of manning their vessels during the seamen's strike; and whether the Board of Trade had power to interfere in the case of vessels proceeding to sea having on board insufficient or incompetent crews; if not, whether this subject would have his early attention. In reply, Sir M. H. Beach stated that all members of the local marine boards, that regulated such matters as were referred to in the question, were nominated, six by the shipowners and four by the Board of Trade. He was taking steps by which, in due course, representatives of seamen might be introduced on the boards. This is welcome news, and the sooner Sir Michael Hicks Beach gets such men on these boards the better. On Saturday Mr. Wilson and a deputation from the Union had an interview with Mr. T. Gray, one of the Secretaries of the Board of Trade, on the subject of incompetent crews, and that gentleman promised to deal with the matter, which we trust he is now doing.

MASTERS' LIEN FOR NECESSARIES.—At the monthly meeting of the Liverpool Chamber of Commerce last Wednesday, it was reported that a circular had been received from Messrs. Ingledew, Ince, and Colt, London, drawing attention to the fact that the House of Lords, by its decision in the case of the *Sara*, had reversed previous decisions (and the custom) which by giving the captain of a vessel a lien on the ship for wages and disbursements abroad, had added to the security of holders of the captain's bills drawn on his owners; also stating that a meeting of shipowners, merchants, and bankers had been held in London on June 4th, at which it was resolved to take steps to secure the immediate passing of an Act giving a maritime lien to captains or other disbursements of vessels abroad. It had been resolved by the committee to ask the views of the Ship and Steamship Owners' Associations on the subject.

NAUTICAL NEWS.

ON Saturday the body of a man unknown, was found in the Mersey.

THE new Barry Dock is to be opened on the 18th of next month.

MR. JOHN CRAWFORD has been appointed United States Consul-General at St. Petersburg.

THE works of the Corinth Ship Canal are almost abandoned, being now reduced to a single section.

AT Leith, on Saturday, a woman named Adamson was fined 20s. for stealing some articles belonging to the steamer *Britannia*.

STEAMERS arriving at New York continue to report having sighted icebergs during the passage across the Atlantic.

LAST Wednesday a sailor, named Parker, was, at the Liverpool Police-court, sent to gaol for 14 days for assaulting a dock labourer.

ZANCLA s, arrived at Liverpool, reports on 23rd, in 47 N, 8 W, passed a lifebuoy with "Auckland, Glasgow," painted on it.

THE North Sunderland Fishery Harbour has just been opened. It is situated on the North-umbrian coast. The harbour has been built at a cost of about £25,000.

FOR some months little has been heard of the *Peral* submarine boat, but it is now stated that official trials are to be made this month. The inventor is a Spanish naval officer.

THE inspection of the fleet at Spithead by his Imperial Majesty the German Emperor takes place on Saturday, 3rd August, not Monday, 5th August, as previously stated.

IT is stated that the shape of the Chinese marine ensign has been altered. The vessels, both of war and the merchant marine, used to fly a triangular flag. It is now square.

ON Saturday a man named Beaumont threw himself into the Mersey from the Cunard line steamer *Umbria*. A steward, a sailor, and the mate of the *Skirmisher* immediately jumped into the water, and with great difficulty succeeded in rescuing him.

CAPTAIN WOODWARD, of the flagship *Duke of Wellington*, at Portsmouth, was fined £50 by the Court of Queen's Bench for contempt of court in not making a return to the writ of *habeas corpus* to produce the alleged deserter Thompson.

CAPTAIN SPIERS, of the schooner *Ada*, of and from Belfast for Maryport, reports that when six miles S W of Burrow Head he passed the half of a large vessel, deeply immersed in the water, which he considers dangerous to navigation. Had it been night time he considers he would have run right into it.

A LIVERPOOL paper says: We understand that Mr. Clarke, the collector of Customs, Liverpool, contemplates early retirement from the service. The collectorship is regarded as the blue ribbon of the Customs Department, although during the last few years the salary has been reduced by one-third.

IN the House of Lords the Advance Notes to Seamen Bill has been read a second time, and referred to the Committee on Law. Its main object is to legalise the advance to seamen of money not exceeding one month's salary for the purpose of providing themselves with outfits, &c., the sum to be deducted from the money due to them at the termination of the engagement.

SIR JAMES FERGUSSON says that the programme of subjects to be discussed at the maritime conference is now under the consideration of the Government, and upon the result of this consideration depended whether her Majesty's Government would accept the invitation of the United States Government. The desire of her Majesty's Government is to narrow the issues so as not to include questions that should be regulated by municipal legislation.

LAST Tuesday afternoon, whilst the *Daisy* was on the trip from New Brighton to Liverpool a man either fell or jumped overboard. The act was observed by Mr. William Cartwright, one of the members of the New Ferry boat service, who leaped overboard and saved the man just as he was sinking under the water. Amongst the spectators of the deed was Mr. John Leighton, a member of the Liverpool Fire Brigade, and an appeal at his instance to form a tribute to Cartwright's gallantry resulted in between £2 and £3 being subscribed.

IT seems that the natives, who were the greatest enemies of the Germans at Samoa before the terrible catastrophe overtook the war vessels there, are turning out to be their best friends, and have already recovered for the Germans many articles which went down with the war-ships. Native divers went down to the wreck of the *Adler*, notwithstanding the many sharks in the vicinity, and up to the latest reports had re-

covered nearly all the guns from the war vessel. The guns were then on shore, and after a little polishing appeared to be none the worse from the long immersion. Efforts were being made to raise the guns from the other wrecked war vessel, the *Elder*.

AMONGST modern ocean racers, the steamship *Augusta Victoria*, of the Hamburg-American Company, has now made the record of the best first trip, eclipsing that of the *America*, which has stood for five or six years. The passage was reckoned from Southampton, from which port to New York the competition has been quite as keen, though not quite so conspicuous, as between Queenstown and New York. Making the proper allowances, however, the passage exceeds in speed any first performance across the Atlantic. But few people are aware, says *Iron*, at what great cost this high speed was attained. Considering the consumption of coal even on the crack steamers so lately as ten years ago, it is almost appalling to read that the *Augusta Victoria* used "only" 220 tons of coal a day, or something over 1,600 tons—in itself a cargo for a sailing ship of the first class—during the entire passage. It seems, therefore, safe to expect that the efforts of the engineer will now be devoted quite as much to the more economical application of power as to the generation of more power by engines. The profit represented by a saving in the consumption of coal has become quite as important an object of desire in the Atlantic passenger trade as the attainment of high speed.

THE Admiralty has just selected Grand Canary as a suitable place for coaling her Majesty's war ships. The port of the island is Las Palmas, and the facilities offered by this naturally sheltered harbour, and the safety of the anchorage, have induced the Admiralty to add it to its list of coaling stations for the British fleet. The contract for supplying the war vessels with coal has been secured by the English firm, the Grand Canary Coaling Company, of Liverpool and Grand Canary.

REPORT of *Black Sea* s, from Straits of Belle Isle, at Liverpool: June 12, sailed from Red Bay, Labrador, with a cargo of heavy timber in fine weather and hazy; passed Belle Isle at 1 p.m., a great many icebergs in sight, both inside and outside of the island; about 20 miles east of the island heavy field ice, some 20 miles long by 2 wide, but broken in some places, and innumerable icebergs all the way to about 52 W, when the weather became so foggy that we could not see any distance; the remainder of the passage moderate weather, wind from SW to NNW in general; arrived in Liverpool and docked 22nd June; John Morrow, master.

FROM Naples comes the following:—A few days ago the captain of the British torpedo-ram *Polyphemus* sent for a number of Italian workmen to clean the engines, who accomplished their task in the most effectual manner. Indeed, they even removed a number of the brass and steel screws which held the machinery together, forgetting to replace them. In fact, they stole the whole of them. At first this serious theft was not noticed; but very soon the engineers became aware of what had been done, and hurried on deck to inform the captain. He at once applied to the Italian authorities, who, losing no time, succeeded in arresting 32 workmen and in recovering some of the missing screws. But the rest remain still to be found, and meanwhile the *Polyphemus* is practically crippled, and cannot leave the port.

THE following firms on the Tyne have tendered for the building of the cruisers which form so important a part of the new Government programme: Sir W. G. Armstrong, Mitchell, and Co.; Messrs. R. and W. Hawthorn, Leslie, and Co.; Sir C. M. Palmer and Co., and Messrs. Robert Stephenson and Co. All these firms, excepting the last-named, have executed Government contracts before; but as Messrs. Stephenson only commenced shipbuilding operations a couple of years ago, they could not well have been earlier in the field as competitors for that special class of work. There are 17 of these cruisers to be built, at a cost for both hull and machinery of nearly £200,000 each. The engines, which are to be on the twin principle, are expected to develop a power equal to 9,000 i.h.p. According to the conditions of tendering, no firm will receive contracts for more than three cruisers, and although 20 firms in different parts of the country have sent in tenders, it is not expected that the number among whom the work will be distributed will exceed eight or nine at the outside.—*Industries*.

A CORRESPONDENT writing from Auckland gives some interesting particulars of a fire which occurred on board the mail steamer *Mariposa*, whilst having on board over 200 passengers. The despatch is dated last month, and says the *Mariposa* had only proceeded about 220 miles on

her voyage from Auckland to San Francisco, when the passengers were warned that something unusual had happened by the engines being altered to half-speed. Previous to this the captain had discovered that a fire had broken out amongst the cargo. Several of the crew went into the hold to try and extinguish the fire, but they could not find its location, and one of the brave fellows was hauled up insensible. He recovered in two hours. Meantime, the fears of the passengers were calmed by the captain, and a panic prevented. Being unable to find the seat of the fire the captain ordered the hatches to be battened down. Holes were bored in the deck and the holds were flooded with steam. The steamer's head was then turned towards Auckland, where she arrived two days afterwards. The passengers' conduct was of the most praiseworthy kind. Not only had they perfect faith in the captain, but they offered to assist in putting out the fire. The discovery of the fire was most timely, as in the event of the steamer having to be abandoned the boats would only have been able to hold the women and children passengers. It was found at Auckland that all the mails except those from Sydney were undamaged. The latter had been saturated by the steam and water.

REFUSAL TO BRING HOME DISTRESSED SEAMEN.—At the Liverpool Police-court on June 21, before Mr. Raffles, A. Delargy, the master of the screw steamship *Iran*, was summoned under two informations for having refused to bring home from Marseilles two distressed British seamen.—Mr. Paxton prosecuted on behalf of the Board of Trade, and Mr. Bateson appeared for the defendant.—Mr. Paxton said that the proceedings were taken under section 212 of the Merchant Shipping Act, 1854. Under section 211 consuls at foreign ports were entitled—in fact, were bound—to provide for any distressed British seamen found at those ports, and to obtain them a passage home either in a British vessel bound for the United Kingdom calling at the port which has not a full complement of crew, or in some ship belonging to her Majesty so bound to a port in the United Kingdom, the captain of which would be entitled to receive a certain sum per diem for each of the men put on board. Then by section 212 the master of a British ship, if he refused to receive them on board, was liable to incur a penalty not exceeding £100 for each seaman or apprentice. The matter was a very important one, because these distressed seamen were maintained by public funds until they were taken home. The defendant was the master of the *Iran*, which was bound from Bombay to Liverpool, and on his way home called at Marseilles. Whilst at Marseilles the Consul sent down two men named John Benson and O. Branham with an order directing them to be conveyed to Liverpool. The defendant refused to give them a passage on the ground that he had no accommodation for them. So far as accommodation was concerned, the vessel had certified accommodation for 64 hands of a crew, and she had on board at the time 63, of whom 47 were Lascars, the rest being Europeans. She had, in fact, two Europeans fewer than she took out, one having died and one having been discharged abroad. Apart from that altogether, he submitted that whether he had crew space or not, he was bound to carry them as passengers. The fact that he had no crew space room was no answer, because the captain of every cargo-carrying vessel having a full crew would make the same answer. He did not say that their case was one for a heavy penalty, but it was a case of public importance, as the same kind of excuse might be put forward in other cases. The seaman Branham, a coloured man, was then called. He said he was a Mahomedan, and declined to be sworn on a Testament? He was accordingly handed a Koran, which, however, was printed in English, and not being able to read English he stolidly refused to be sworn upon it, saying, "Me Mahomedan, that is Christian." It was then decided to take his statement without swearing him. He said the captain refused to take them on board, and ordered them to turn off his ship.—By Mr. Bateson: The defendant did not offer them a deck passage.—Mr. Paxton explained with regard to the man Benson that they had unable to bring him to the court in time.—Mr. Bateson, on behalf of the defendant, said that his client expressed every willingness to take these two men if they would have a deck passage, as it was an acknowledged fact that Lascars and Englishmen were never put together. He should have been able to have proved that he had no other accommodation, but that the vessel was lying in the river ready to proceed to sea.—Mr. Raffles thought there was evidence of the defendant having had room for one sailor, and imposed a penalty of 10s. and costs.

THE STRIKE.

LIVERPOOL.

Liverpool, as usual, continues to attract most interest in the matter of the strike. On June 20, a crowded meeting, large numbers being unable to obtain admission, was held in the Rotunda Lecture Hall, William Brown-street. The chair was occupied by Mr. Evans. Mr. J. H. Wilson (general secretary of the Sailors and Firemen's Union), who was received with loud cheers, said there had been a good deal of talk about his absence during the past two days, but they would find he had not been idle. He had done some good work whilst he had been absent, and he had no doubt that the Cunard Line, the International Line, and some other large shipping companies would find out before three days hence that they had been led into a trap; and they would have to pay the penalty, provided justice could be got from the Board of Trade. They had the practical sympathy of their fellow workmen, and he was not afraid of the result. The Hull branch of the Union, he was pleased to say, had been successful in capturing 200 foreigners, who had been imported into this country from Denmark to take the place of the seamen and firemen of Liverpool. These men had been induced to come here by the representations of the agents of the shipowners that there was a great scarcity of labour in this country; but they refused to come to Liverpool when they learned the conditions on which they were to work, and were now in Hull, waiting to be sent home to Denmark by the National Union. (Cheers.) He regretted to say that his own countrymen, the fishermen of Yarmouth, who had not been misled, but thoroughly understood the conditions under which they were imported into Liverpool, had come here to the number of 300, like hungry wolves, to rob the seamen and their wives and children, who might be crying for a crust of bread. These men were supplied by unlicensed persons, contrary to a clause in the Merchant Shipping Act, and he asked how it was that the Board of Trade, which pretended to be working in the interests of the seamen of this country, had permitted this illegal supply to be going on for three or four months. He had got evidence of the most damaging character against the Cunard Company, the International Company, and one or two more companies in Liverpool, that they had been supplied by an unlicensed man with "scabs" almost daily, and yet the Board of Trade officer who had had the signing on of the men had never yet taken the trouble to inquire as to the source whence the men were supplied. He wanted to know, in the name of justice, if the law was not to be enforced to protect the sailor as well as the shipowner. The following resolution was proposed and passed unanimously:—"That this meeting of Liverpool citizens declares its sympathy with the sailors and firemen in their present struggle, and abhors as unpatriotic the attempt of Liverpool shipowners to supplant British seamen on British ships by imported foreigners, and calls upon the Members of Parliament for Liverpool to demand a law restricting the employment of foreigners on British ships."

On June 21 the sailors and firemen on strike were not idle, the day's programme being filled up as usual by meetings and a procession. The Unionists are still hopeful that the shipowners will sooner or later give way. They state that next week, unless their demands are conceded, the Atlantic companies will be unable to obtain crews. The shipowners, on the other hand, say that they have no difficulty in obtaining men. At noon, on June 21, a meeting was held at the Harrington Dock, which was attended by some 500 men, chiefly coal and salt heavers and dock labourers, and at which addresses were delivered by Mr. Nicholson, district secretary of the Union, and Mr. Evans, of Cardiff. Both speakers urged their hearers to aid the sailors and firemen in their struggle, and to hold together till victory crowned their efforts.

On Saturday Mr. Wilson, with a deputation of gentlemen, visited the office of the Board of Trade, Whitehall-gardens, London, accompanied by the two lads who were recently taken from Brownlow-hill Workhouse, and who signed as firemen on board a western liner. The lads were dressed in the uniforms supplied by a boarding-house master. The deputation consisted of the following gentlemen: Mr. E. T. Gourlay, M.P.; Mr. Rowlands, M.P.; Mr. Councillor Threlfall, Southport; Mr. W. Foreman, of the Amalgamated Railway Servants' Society; Mr. T. Walsh, of the Tidal Basin branch of the Seamen's Union; and Mr. J. T. Wilson. Mr. Gourlay, in introducing the deputation, said that they had not come

there to discuss the wages question, but simply to ask the Board to administer the law. Mr. Wilson then explained the case of the two workhouse lads, quoting that section of the Merchant Shipping Act which referred to the engagement and supply of seamen, and which set forth that no person who was not specially licensed by the Board of Trade could supply seamen to a vessel under a penalty of £20 for each seaman so supplied, while receivers of such illegally supplied seamen were liable to the same penalty. Any official who signed on such men was liable to a heavy penalty, and dismissal from his ship. Mr. Gray, assistant marine secretary of the Board, asked Mr. Wilson whether he had any evidence to bring forward. Mr. Wilson replied that he had ample evidence, especially as to the case of two boarding-house keepers who had been supplying shipowners with men. Mr. Gray said that the Board did not intend to take the part either of the sailors or the shipowners, but would deal out the law justly between the two. The deputation then thanked Mr. Gray and withdrew.

Messrs. Wilson, Cowie, and Nicholson, of the Sailors and Firemen's Union, proceeded to the workhouse on Sunday evening for the purpose of ascertaining whether or not crimps were supplied by the officials with men to ship as sailors on outward-bound vessels. While his comrades waited outside the building to watch the issue, Mr. Cowie entered and represented himself to the superintendent as a "runner," employed by a Denison-street boarding master. The superintendent is stated to have replied that it was all right, and shortly afterwards Mr. Cowie came out of the building, followed by 10 men, who imagined themselves about to be taken on board some outward bound vessel. Mr. Wilson then went into the workhouse and requested a few moments' conversation with the governor. He was informed that it was too late. He then asked to see the superintendent, who presently appeared, and was told that his visitor was the secretary of the Sailors and Firemen's Union, and intended to report the whole affair to the Local Government Board and the Board of Guardians. At 1 o'clock on Monday morning the 10 men were seen standing near the workhouse waiting patiently for the expected furniture van or other conveyance to take them to the docks.

A crowded meeting of the sailors and firemen on strike and their wives was held last Monday evening, in the Rotunda Lecture Hall, William Brown-street. Mr. Winterburn, who presided, said he thought that meeting was a sufficient answer to the statements made in some of the newspapers that the strike was at an end. Mr. J. H. Wilson (general secretary of the Sailors and Firemen's Union) denied the truth of the statement that the shipowners were able last week to get away a number of vessels fully manned, having secured men without any difficulty whatever. It was with the greatest difficulty, he said that the Denison-street "sharks" could, with their scrapings of the scum of the earth, man those vessels, numbering about 10, and those of the smaller kind. It was true that a few Union men had broken away—there would always be black sheep in every flock—but no class of workmen in the world who had ever engaged in a struggle had stood so true as the seamen and firemen in this port. (Cheers.) The shipowners had got some half-dozen Union men divided amongst 13 vessels, and they proclaimed that the Union men were leaving the ranks and going back to their ships; but the action of those few had no effect whatever on the hundreds of men out on strike; but he knew that if the Board of Trade could get sufficient evidence, the owners who shipped "scabs" last week would find themselves in the same dock as the Denison-street crimps. (Cheers.) Not far short of 1,000 seamen and firemen would be required out of the Port of Liverpool this week. Where were the owners going to get the supply from? On board the ship *Atlas* that evening there were 229 "scabs," including 24 ploughmen, who arrived from Yarmouth by the 7 o'clock train, and whom they had been since Friday morning collecting. According to a wire he received from the agent of the Union that morning the supply of "scabs" from Yarmouth was exhausted, and he had men there collecting evidence to put into the hands of the Board of Trade, so that the men who had been supplying them would find themselves liable to a penalty of £20 for every one they had sent through to Liverpool. Well, on board the *Atlas* there were 229, and in the dens of Denison-street and other slums the shipowners might be able to pick up 300 more; but he asked if 530 "scabs" were going to do the work of 1,000 *bona fide* sailors and firemen. (Cries of "No.") Then how were the shipowners going to

win the victory? After stating the circumstances under which 10 tramps were obtained from casual ward at the Brownlow-hill Workhouse that morning, and denouncing the action of the workhouse officials, he announced that the Union was going to relieve the members that morning, and appealed to single men not to come forward and ask for relief, but to make some sacrifice in order that aid might first be given to those who had wives and families.—On the motion of Mr. Wilson, seconded by Mr. Stewart, secretary of the Bootle branch, and supported by Mr. Henry Pearson, the secretary of the Liverpool Trades Council, a resolution to abide by the manifesto issued by the Union until the terms were conceded, was carried unanimously.

The members of the Union still seem determined to maintain the struggle without abating any of their original demands. They express themselves as confident of being able to obtain some concession from the shipowners, and are actively engaged in strengthening the organisation with a view to prolonging the agitation. Some shipowners, on the other hand, continue determined not to concede the demands of the Union.

On Sunday afternoon the men on strike marched in procession from Bootle, and went along the line of docks, out by the South Home. The whole party numbered about 3,000 men. The route led past the Inman and International and Cunard offices, and along Lime-street and Brownlow-hill to the workhouse, where a halt was made, and the reserve men and a number of others marched to the gate of the institution, where Mr. Wilson made application to the governor on behalf of the men for 500 beds. He said that the workhouse had been supplying pauper labourers to some ships from which his men had struck, and the latter had requested him to make application for their admission in a body to the workhouse, whither they intended shortly to move their wives and families. The governor (Mr. Bucknell) referred Mr. Wilson to the relieving officers, to whom he accordingly went. After about 20 minutes' delay, Mr. Wilson reappeared at the gate, and the procession continued its march to the top of Brownlow-hill, and thence to Scotland-road, where it broke up.

A meeting of the Liverpool Trades Council was held in the Grapes Hotel, on Tuesday evening. Mr. Peters, vice-president, in the chair. The meeting was called to discuss matters in connection with the sailors' strike, and more particularly with regard to the supplying of men from the workhouse to serve on board vessels. Mr. Parkins said it was un-English on the part of the authorities to allow such proceedings, and that it was very evident there was something radically wrong in the board of administration when such a thing as happened on Sunday evening could take place. The following resolution was adopted:—"That this council, representing some thousands of citizens of Liverpool, hereby expresses its indignation at the action of the officials of the Brownlow-hill Workhouse in allowing paupers to be shipped as sailors and firemen, and by so doing endeavouring to permanently pauperise those citizens who are at present standing up for their rights and for justice."

Last Wednesday morning 42 men arrived in Liverpool from West Bromwich for service on board outward-bound vessels. Mr. Wilson states that they were met by a number of unionists, and 10 of the number agreed to return home, as they had not heard of the strike and were unwilling to be placed in rivalry with the sailors and firemen belonging to the union.

SOUTHAMPTON.

The most important meeting of the Southampton Branch of the Sailors and Firemen's Union was held on June 19, at the Cocoa Rooms, St. Mary-street, when there was a large attendance. Mr. Sprague, the chairman of the branch, presided, supported by Mr. J. F. Nash, the local agent, and Mr. W. J. Hales, check steward. The question of the strike and the advanced rate of wages was fully taken into consideration, and the opinion was expressed that though the advance ought to be granted to the sailors and firemen of the port, a strike at Southampton should be avoided. With this object in view a resolution was put to the meeting, that the local agent should write to the various shipowners of the port, but to this an amendment was submitted, that a deputation should be appointed to personally wait upon the owners, place the matter fairly before them, and see whether a settlement could be arrived at, many of the members expressing the feeling that if only a concession of 1s. was granted, the men would feel that the owners had met them, in some way, though they hoped

that a five shilling rise in wages would be readily granted. The amendment was carried amid much cheering, and it was decided that a deputation should visit Captain Dixon, of the Union Company; Captain Bevis, of the Royal Mail; Mr. Harper, of the Harper Line; Mr. E. K. Corke, of the South-Western Company; Captain Short, of the Isle of Wight Company, and other leading officials connected with the shipping interest in Southampton. Mr. Nash expressed the hope that the deputation would meet with a favourable reception, and that the whole question would be speedily and amicably settled so far as Southampton was concerned. The following were appointed on the deputation:—Messrs. Sprague (chairman of the branch), Arnold, Lowe, Tizzard, and Bartlett, Mr. Nash to introduce them and explain the demands of the men. The result of the deputation was to be reported to a future meeting when the future course of the men will be finally resolved upon. The other business considered included a complaint that a steamer had recently left the port greatly undermanned, and that boys took the place of men, the former never having been to sea before. It was resolved that the local agent should communicate with the borough members—Messrs. Alfred Giles and F. H. Evans—asking for their help in the movement in which they are engaged. The question of the amount of entrance fee was brought forward, a proposal being made to increase it, and it was eventually agreed to defer the matter until the next meeting. It was agreed to present Mr. Wilson, the general secretary of the Union, with a testimonial in recognition of his services. The Executive Committee was empowered to select the particular form the testimonial should take.

The members of the Southampton branch of the Union met in great force on Wednesday evening, June 26, at the customary rendezvous (Cocoa Rooms, St. Mary-street). The leading sections of the Southampton Press were represented by members of the staff of each paper, and in the course of the evening Mr. Alfred Clark, of the *Hampshire Independent*, delivered a racy, telling, thrilling speech, which was received with most enthusiastic applause, and caused a deep feeling of pleasurable excitement amongst his attentive hearers. James Lumley, Esq., of Insurance-chambers, and Cumberland-place, Southampton, created much amusement by his humorous address, and warm feelings of gratitude were elicited by his expressions of sympathy with the cause. Mr. Sprague, chairman, read the report of deputation published in *Independent* last Saturday, and, in forcible language, condemned the *brusquerie* of Captain Bevis, Royal Mail, and lauded the graceful and courteous conduct of Captain Dixon. The Secretary, Mr. J. F. Nash, called for three ringing hearty cheers for Captain W. R. Dixon and the Union Royal Mail Company, which were given vociferously.—The usual business was satisfactorily performed. Five hundred and ninety-nine members now enrolled.

LEITH.

A meeting of shipowners from Aberdeen, Dundee, Glasgow, Grangemouth, Leith, and other ports, was held in Edinburgh last Tuesday afternoon, Mr. Thomas Aitken, Leith, in the chair, at which it was unanimously resolved to form a Shipowners' Association, with its headquarters in Glasgow, to watch over the interests of shipowners in connection with legislative measures and other matters affecting the shipping trade of the country, and to deal with such questions as have been raised by the Seamen and Firemen's Union.

HULL.

At the Hull Police-court, on Saturday morning, Gustaf Olsen, a Swede, was charged on remand with having persuaded a seaman named Svensson to desert the ship *Augusta*.—His Worship said it was a very serious matter, and imposed a fine of 50s. and costs.—Mary Welke, a boarding-house keeper, 105, High-street, was also charged on remand with having harboured and secreted Svensson.—Mr. Summers defended, and called witnesses, after which his Worship said he could see no reason to disbelieve the evidence of the prosecution, and ordered a fine of 50s. and costs, or 30 days.

ANTWERP.

The strike of firemen and seamen at Antwerp has terminated, the demands of the men having been granted.

GLASGOW.

The Clyde strikers are more determined than ever to hold out. Pickets are again on the watch. The great companies are considering the propriety of instituting actions for breach of contract against the men who have left their employment.

■ At a meeting of Clyde seamen, firemen, and dock

labourers, on June 21, it was decided still to hold out. The sum of £209 was distributed in relief to the strikers and their families. Several cases of intimidation—in connection with the engagement of about 100 hands from Cardiff—were tried. The sentences varied from 30 to 15 days' imprisonment, with the option of fines ranging from three guineas to 15s. Shipowners have resumed the importation of labourers from other towns in consequence of the firm attitude still assumed by the men on strike. The men of whose departure from London the Labourers' Union were advised on Friday afternoon were conveyed by a tug from Wemyss Bay up the Clyde to the Queen's Dock on Saturday. The Union had succeeded in opening communication with them, and when they were taken alongside one of Messrs. Donaldson's steamers they refused to go on board. They were afterwards taken out of the dock.—Thomas Fellowes, an imported labourer from Birmingham, while walking along a plank from the *State of Georgia* to the quay, fell into the water and was drowned.

DUBLIN.

At the Union meeting here on June 21st, 1889, there was a very large attendance of members. There were 20 new members enrolled. A deputation waited on the Grain Labourers and Coal Porters' Societies about men belonging to their societies interfering with the seamen's strike in Dublin, some five of them having joined the Dublin and Glasgow boats. The chairman gave them a very patient hearing, and said he would see into the matter. They passed the following resolution:—

Resolved:—"That we, the Grain Labourers and Coal Porters' Association, are determined in future to deal with any members of the above-named association that will perform any duty as seamen or firemen during the present strike, or any work done by them that would be injurious to the seamen's strike or the Union will be expelled."

SUNDERLAND.

The above branch held its meeting on Monday night, 24th June, when a number of new members were enrolled. The branch then nominated the officers for the next half-year, Mr. Johnson Henderson being nominated president, Mr. Priest vice-president, and Mr. W. C. Lonsdale was re-nominated secretary; Mr. J. R. England treasurer, and a committee of 14. A number of members were fined 2s. 6d. each for not complying with the rules of the Union. It was reported that there was no strike in Sunderland. Regarding the monthly boats, and those companies which had conceded the advance in weekly boats were now endeavouring to get the old rate of wages, on account of the Lambton Company not paying the advance. The men in these vessels are members of the local society, and do not intend to ask for an advance. Some of them are taking the place of the men that are coming out, shewing us what local organisations are; but things are very quiet, on the whole, at Sunderland.

BRISTOL BRANCH.

Things were rendered lively last week for the politico-economists and monopolists of this city, who pose before the toiling masses as the devoted friends of the suffering millions who labour and languish under the evils of foreign competition. A public meeting had been called to compliment Brown Maggots upon the acuteness, statesmanlike foresight, and diplomatic skill he had shewn in connection with his labours in the sugar convention. Among other leaders amongst the organised trades of the city the secretary of the branch was favoured with an invitation to the platform. As it was avowedly understood that the meeting was convened in the interests of working men who suffer through the introduction of bounty-fed and foreign manufactured commodities into the British market, and as the principal speaker advertised was Colonel Hilcox, it was thought by the committee that a golden opportunity had offered to tackle that gallant officer, who by the way is a local shipowner, and far from being anything like a generous specimen of his order. However, as he was to appear on the platform ostensibly in the interests of suffering labour of home growth and production, and as he possesses immense influence with the shipowning community, the secretary was instructed to take the opportunity of publicly asking him on the platform to use his influence to bring about an amicable settlement of the deplorable dispute now in progress in Liverpool, Glasgow, and elsewhere, and to do his best to discountenance the further introduction of foreigners into British ships in the place of honest and competent British seamen, who were only asking for a fair return for the

value of their services; and this on the principle, that, whether the evils consequential upon foreign competition arise from the introduction into our markets of bounty-fed foreign manufactured goods, or the introduction into our ships of sourkraut-fed foreign manufactured sailors the cause was one and identical, and called for the united effort of the entire community to bring about redress of the grievances. The gallant colonel, shipowner, local magnate, &c., was the first speaker called upon to address the meeting, speaking to a resolution confined in its terms to advance the claims of the sugar interests. The hon. and gallant member was effusive in his remarks as to his own particular patriotism, and the interest he took generally in the welfare of the working classes. When the gallant colonel, having closed the flood gates of his oratory, sat down, the branch secretary arose and moved an amendment, with the object of enlarging the scope of the original resolution, so that it would admit the claims of other industries to immunity from the unjust bounty system, and include protection for British seamen against the hordes of foreign seamen now being smuggled into our ships. The action of the chairman and Colonel Hilcox will illustrate their sincerity as occupying the platform of home industry versus foreign competition. After conferring together some time the chairman gave it out that Mr. Fitzpatrick's amendment could not be put. The meeting was thoroughly disgusted with the chairman, Colonel Hilcox, and his following and broke up in an uproar, calling for "The amendment, the amendment." The whole movement was a well-considered plan to save Colonel Hilcox answering many very awkward questions which were ready for him. There was a large attendance of the sailors of the port, to whose presence many respectable citizens are indebted for protection from the brutality of a contingent of bounty-fed ruffians, who were retained by the promoters of the meeting to overawe those who might dissent from Colonel Hilcox's views. But thanks to the seamen they had to take a back seat. The sooner the working classes cast themselves adrift from the trammels of party politics, and strike for themselves, with a labour programme, and a labour platform, the sooner they will attain to appreciation of their influence and power, and to ability to grapple the evils under which they suffer. It will be some time before the hon. member for Bristol (South) will forget the reception accorded to him by the seamen of the port at the Colston Hall. At the weekly meeting of the branch, Dr. Treiston was appointed medical officer of the branch. Shipping very dull here, and Hilcox's people still kicking against established wages of the port.

It is reported from Delagoa Bay that the British Consul has asked for a man-of-war to protect British interests in respect of the railway.

A SAN FRANCISCO contemporary says over 20,000 men are employed upon the Nicaragua Canal, and that nearly one-third of the excavation is completed. If this be true more has been accomplished in a single year than has been done at Panama. The Nicaragua Canal Construction Company will break ground this month at Greytown, and if they follow the good example of our English cousins the work will soon be finished and another channel be opened to the commerce of the world.

The ship *Brenhilda*, Captain Mann, which arrived at Queenstown June 26 from Portland, with wheat, for orders, reports having on the 3rd May, in lat. 50 40 S, long. 43 W, passed the barque *Johanna Augusta*, of Bremen, in a complete state of wreck. Her foremast and mainmast were gone, but the mizen and mizen topmasts were standing with two flags of distress flying, but there was no sign of life on board, and no trace of the crew or boats could be discovered in the vicinity. The vessel's fore-castle, deckhouse, and bulks on each side were standing, the hatches were washed away, and the vessel's anchor and chains were lying loose about the deck.

A man, seeing several very lean horses standing tied in front of a livery stable, asked the proprietor if he made horses. "No," said the proprietor: "why do you ask?" "Only," replied he, "because I observe you have several frames set up."

A man who had been very ill told a pious friend that Dr. Jones had brought him through. "No," said his friend, "Providence brought you safely through this illness, not the doctor." "Well, may be he did, but the doctor will charge for it."

Where they Met.—Angry Wife (after a quarrel): "Seems to me we've been married about a hundred years. I can't never remember when or where we first met."—Husband (emphatically): "I can. It was at a dinner party, and there were 13 at a table."

SOME FUN.

WOULDN'T TAKE A STEP.

Patrick (to daughter about to marry): "Do ye realize the step ye air about to take, me gurrul?"
 Bridget: "No, papa. Oi don't, fer Oi'm not goin' to tak' a single step. Af we don't go in a cab, papa, be jabers, there'll be no widdin the day."—*Washington Critic.*

HER RESERVED RESOURCES.

Mother (severely): "That dress is altogether too low, Lillie. 'I am surprised at you.'"
 Lillie (turning very red): "I hope you don't think it immodest, mamma. Helen Alstrip's are ever so much lower."
 Mother: "But it is her fifth season and your second. If you exhaust your resources so soon what are you going to do next year?"

SOUND REASONING.

Minister: "You against the prohibitory amendment, Mrs. Toper, and your husband such an awful drunkard?"
 Mrs. Toper: "Yes, I'm against it. He comes home drunk every night at 12 o'clock because he knows just where to go, but if prohibition sets in he'll have to hunt around all night to get full, and never get home."

HE APPLIED TOO LATE.

Unhappy Juror (to Boodle Alderman, whom he had helped acquit): "You remember me, I guess; one of your jurors. I was kept from my business three months, and it went to the dogs. I am sick and poor. Give me a little help, won't you?"
 Boodle Alderman (contemptuously): "Oh, go way. You make me tired. If you had come to me before the verdict, I would have made you rich, but not a cent now."—*Texas Siftings.*

A TIRED SUBSCRIBER.

"Mr. Editor, I want to say to you that it's about time for me to quit. Once on a time I used to think your paper was gospel itself, but I see it hain't to be relied on."

"What do you mean, sir? Do you intimate that we don't tell the truth?"

"That's what I say, an' I can prove it. It was in your own columns that I read these very words—in big type—'Money in Chickens.' Well, soon as I see that, says I, 'if The Bassoon says there's money in chickens, that settles it,' so I went for our coop, yanked hold of my biggest Brahmy and turned him inside out; not a dern cent. Then I took another and surgically inspected her gizzards—no coin there either, an' so on I went thro' the hull brood, killin' em' an' inspectin' their interiors, but nary nickle even here I found. Somethin' wrong 'bout that nouncement, sir. There hain't no money in chickens."—*Yonkers Gazette.*

GRATITUDE MOST EXTRAORDINARY.

"A man named Hicks, who lives out in the hills of Arkansas, has on his farm a beautiful stream. He attempted to stock it with trout, but soon discovered the water was too warm. Not discouraged, he proceeded to cool the water. He started an ice factory, and every morning now during the summer he deposits ice in the several pools. Well, sir, it would tickle you to see the fish. When a wagon draws up to the pool the driver yells 'Ice!' and the fish come flying out from the rocks. They get up on the ice and carry on in a perfect flutter of glee. Beats anything I ever saw. Why, the fact is, the fish won't bite for anybody but Hicks."

"How do you account for that?"

"Gratitude."

"What?"

"Gratitude, I tell you. They know Hicks. They know how much he has done for them. Why, sir, he can pull them out as fast as he can throw them in. You ought to see them look up in his face and smile. One day I was with him. Two of the biggest trout I ever saw began to fight for the hook. One of them got it, and the other, determined not to be outdone, came out on the bank and lay down. I never saw such gratitude."—*Amateur Sportsman.*

A REALISTIC IDYL.

I caddot sig the old sog
 About love tide id Sprig;
 I tried it when I toog her
 A-rigid id my gig.

But just as I was reachig
 To sig way up id G,
 Thad blabed Sprig infuudza
 Took a fresh hold ob be.

I tried the sneeze to straggle—
 I had bud too lides bore—
 But I was quigly sbothered
 By sneezes half a score.

"I love—ker-chew—chew—chew—you
 As mad de'er loved before;
 And if you'll—chew—return it,
 I'll—chew—love—chew—you more."

With bost unbspriglike coydeasa
 She durned away her head;
 "I am not fond of gum, sir,
 And never chew," she said.

HEARD IN A CAR.

First Passenger: "How's business?"

Second Passenger: "Stiff."

First Passenger: "By the way, what is your business?"

Second Passenger: "I am an undertaker."—*Wasp.*

SCHOOL FOR SCANDAL.

Wife: "I have a new maid coming to-day, dear."
 Husband: "Is she well recommended?"

"Well, she has no recommendations, but she has lived in 17 of the highest society families."

"I should think that would be against her."

"Not at all. What delicious scandals she must know!"—*Texas Siftings.*

Net gains.—A haul of fish.

A glaring fraud.—A glass eye.

Fighting the Wind.—Striking an attitude.

Why is the North pole like an illicit whisky manufactory? It is a secret still.

Excuse of the girl who recently eloped with her coachman: I was driven to it.

A lot of little bootblacks perched on a curbstone may not be indiarubber boys, yet they are gutter-perchers.

It is curious how much faster an omnibus goes when you are running for it than it does when you are riding on it.

An Irish painter announced in an Irish journal that among other portraits, he had a representation of Death as large as life.

He (affectionately): "Will you dream of me to-night, dearest?" She (practically): "No; I never have the nightmare."

An art critic, describing a collection of bric-à-brac, says, "The visitor's eye will be struck on entering the room with a porcelain umbrella."

"I am humble," said the minister; "anything is good enough for me." "I believe you," replied his listener; "I have heard your sermons."

Barber (to customer): "Have you heard of the bad scrape young Brown has got into?" Customer: "Why, no. When did you shave him last?"

Scientist (in restaurant): "Bring me a decoction of burnt peas, sweetened with glucose, and lightened with chalk and water." Waiter (vociferously): "Coffy for one!"

"John," said the wife of a magistrate, "Tommy has been a very bad little boy to-day." "Is that so?" he replied absent-mindedly. "Well, I fine him forty shillings and costs."

Even a hen that misses a couple of her chicks is not such a beautifully true picture of flurry and worry as a woman looking for her gloves when she is otherwise ready to go out.

"I wonder why my head comes out of the water first instead of my feet," said Jones to Thomas, while both were bathing. "Well, the lightest always comes up first," said Thomas.

He: "So you think the missing link will never be found?" She: "It is impossible." He: "Why impossible?" She: "Because when found, it will not be the missing link."

A clergyman who had been invited to a state prison, somewhat spoiled the effect of his discourse by his absent-mindedness. He said, as he closed his sermon, "The collection will now be taken up."

Making them look Pleasant.—Caller: "How do you manage to get such pleasant expressions on the faces of your male sitters?" Photographer: "Easy enough. I have a pretty girl to manage the camera."

Harry Marriidrich: "Let's go to the opera, Ethel. These long evenings are awfully dull." Ethel: "Oh, Harry! Before we were married you never wanted to go anywhere." Harry: "Couldn't afford it."

A lady, with a very unharmonious voice, attempted to sing a piece called "The Tempest." A sea captain present said to a friend: "Don't be alarmed; it is not a tempest; it's only a squall, and will soon be over."

A young lady was caressing a pretty spaniel and murmuring, "I do love a nice dog." "Ah!" sighed a dandy standing near, "I would I were a dog!" "Never mind," retorted the young lady sharply, "You'll grow."

Scene.—Teacher with reading class. Boy (reading): "And as she sailed down the river—" Teacher: "Why are ships called she?" Boy (alive to the responsibilities of his sex): "Because they need men to manage them."

Mrs. Gabb: "What is the matter with my husband?" Doctor: "Nothing, except that he needs change. I prescribe opiates and rest." "Shall I give him the opiates at once?" "Oh, the opiates are not for him; they are for you."

"Is there going to be any music at the church festival to-night?" asked Snooks of the pastor. "I do not know," responded the dignitary, who had been many times snubbed by the leader; "I do not know, but the choir will sing!"

At table with company one day a farmer said, "Well, I have been married 30 years, and only once have my wife and I been of one mind in all these years, and that was when the house was on fire, and each wanted to be the first to escape."

A miller fell asleep in his mill, and bent forward till his hair got caught in some machinery, and almost a handful was pulled out. Of course, it awakened him. His first bewildered exclamation was: "Hanz it, wife, what's the matter now?"

An Englishman, Scotchman, and Irishman arguing where the lightest men came from, the Irishman said, "From Cork, to be sure;" the Scotchman said "Ayr"; the Englishman said "he could beat them both, as they came from London, being lightermen."

At a negro wedding, when the minister read the words "love, honour, and obey," the bridegroom interrupted him, and said: "Read dat, agin, sah; read it wonce mo', an' read it slow, so's de lady kin ketch de full solemnity ob de meanin'. Ise been married befo'."

To his fond father, who had asked him where he is in his class now: "O, pa, I've got a much better place than I had the last quarter." "Indeed. Well, where are you?" "I'm fourteenth." "Fourteenth, you little lazybones. You were eighth last term. Do you call that a better place?" "Yes, it will be nearer the stove."

A Mark of Civilisation.—A French writer concludes an account of his shipwreck in these words: "Having arrived at an unknown region, I travelled 11 hours without discovering the least trace of any human being. At last I perceived, to my great joy, a wretch suspended on a gibbet. 'Ah!' I exclaimed, 'I am now in a civilised country.'"

A dispute once arose between the doctors of law and the doctors of medicine at Cambridge as to which had the right of precedence. "Does the thief or the hangman take precedence at executions?" asked the Chancellor of the University, to whom the matter was referred. "The former," replied a wag. "Then let the doctors of law have precedence," decided the Chancellor.

A comedian had arranged to pay Mr. Berry, his greengrocer, quarterly; but the latter on one occasion being hard pressed for money sent in the bill prematurely. The comedian indignantly said to the grocer: "I say, here's a mul-berry. You have sent in your bill-berry before it is due-berry. Your father, the elder-berry, would not have been such a goose-berry; but you need not look black-berry, for I don't care a straw-berry, and I shan't pay you till Christmas, Berry."

A member of Parliament, well known for his ready and unflinching humour, had recently to undergo a serious operation in the leg. It was at one time feared that amputation would be necessary. Just as the operation was about to begin the honourable member quietly remarked to the surgeon: "Remember that if you cut off my leg I can't stand for the borough any more. But," he added, after a pause, as if for consideration, "after all, I shall be able to stump the country."

"You must be very fond of me," she murmured. "What makes you think so?" he asked in tones of tenderness. "Because you have known me only a week, and yet my little brother says that he has seen you hanging about our house every day since we became acquainted. Such ardour, I am afraid, will not last." "Shall I tell you why I have been hanging about your house during the day?" he asked as he pressed the tiny hand which nestled so lovingly and so confidently in his own. "Tell me." "I am trying to get acquainted with the dog."

Bishop Temple relates that when he was once worshipping in an East-end church where a hearty musical service is a distinguishing feature, he joined in the singing to the best of his ability. He has a stentorian voice, and the effect of his efforts on those sitting near him may be imagined. At the conclusion of the second verse of the hymn, the patience of a working man on his immediate left seemed fairly exhausted. Not recognising the dignitary beside him, the poor man, in sheer desperation, gave the bishop a sharp dig in the ribs, and the latter, on turning for an explanation, was thus addressed in subdued, but distinct tones: "I say, gub'nur you dry up, you're spoiling the whole show."

"Did you ever know of a person dying from a headache, doctor?" asked a nervous young woman of fashion of her physician. "No," replied he, with a glance at the inquirer's wealth of too golden hair, "but I have known people to get headaches from dyeing."

A Perplexity.—Scene, a Glasgow Board school. Teacher (to a little girl): "How is it you're so late this morning, Maggie?" Little girl: "Aweel there was a wee bairn cam' tae oor hoose th' morn." Teacher (smilingly accepting the excuse): "And wasn't your father very pleased with the new baby?" Little girl: "Ma feyther's awa in Edinboro', and he diana ken aboot it yet. Eh! it wis a gude thing ma mither was at home, wis it no? Gin she had been awa, I wudna hae kent whit tae dae wit'?"

The late Lord Stowell, who went to see every exhibition, provided it did not cost more than a sailing, once presented himself at the door of a show where a snake of some more or less gaudy colour was on view. But the sight of so good a customer was too much for the conscience of the showman, who exclaimed, "My lord, I will not deceive you! It's only the old snake with a new coat of paint!"

There was a great delicacy in the manner in which a foreigner, having a friend hung in this country, broke the intelligence to his relations on the other side of the water. He wrote as follows: "Your brother had been addressing a large meeting of citizens, who had manifested the deepest interest in him, when the platform upon which he stood being, as was subsequently ascertained, very insecure, gave way, owing to which he fell and broke his neck."

BOSUN'S LOCKER.

FIXIN' THE DAY.

PATRICK.

Arrah, answer me now, sweet Kitty Mulreddin,
Why won't you be fixin' the day of our weddin'?

KITTY.

Now, Patrick O'Brien, what a hurry you're in!
Can't you wait until the summer comes round to
begin?

PATRICK.

O no, Kitty machree, in all sinse and all raison;
The winter's the properest marryin' saison;
For to comfort oneself from the frost and the rain,
There's nothing like weddin' in winter, 'tis plain.

KITTY.

If it's only protection you want from the cowl,
There's a parish that's called the Equator, I'm tould,
That for single young men is kept hot through the
year.

Where's the use of your marryin' off wid you there!

PATRICK.

But there's also a spot not so pleasantly warmed,
Set aside for ould maids, if I'm rightly informed,
Where some mornin' if still she can't make up her
mind,

A misfortune colleen, called Kathleen, you'll find.

KITTY.

Is it threatenin' you are that I'll die an ould maid
Who refused, for your sake, Mr. Laurence M'Quaide?
Faix! I think I'll forgive him; for this I'll be bound,
He'd wait like a lamb till the summer came round.

PATRICK.

Now it's thinkin' I am that this same Mr. Larry
Is what makes you so slow in agrein' to marry.

KITTY.

And your wish to be settled wid me in such haste
Doesn't prove that you're jealous of him in the laste?

PATRICK.

Well, we'll not say that Kitty'll die an ould maid.

KITTY.

And we'll bother no more about Larry M'Onaide.

PATRICK.

But, Kitty machree, sure those weddin's in spring,
When the Long Fast is out, are as common a thing
As the turfs in a rick, or the stones on a wall—
Faix! you might just as well not be married at all.
But a weddin', consider, at this side of Lent,
Would be thought such a far more surprisin' event—
So delightful to all at this dull time of year.
Now say "Yes!" for the sake of the neighbours,
my dear!

KITTY.

No, Patrick, we'll wed when the woods and the grass
Wave a welcome of purtiest green, as we pass
Through the sweet cowslip meadow, and up by the
mill.

To the chapel itself on the side of the hill—
Where the thorn, that's now sighin' a widow's lamint,
In a bridesmaid's costume 'll be smilin' content,
And the thrush and the blackbird pipe, "Haste to
the weddin'!"
Of Patrick O'Brien and Kitty Mulreddin."

PATRICK.

Will you really promise that, Kitty, you rogue?

KITTY.

Whisper, Patrick, the contract I'll seal wid—a pogue.
[Kissing him.]
—Father O'Flynn and other Irish Lyrics. By Alfred
Perceval Graves.

MARRIAGE BY CAPTURE.

I espied a Bakuba man and woman, who had been
out cutting grass for their goats, and whom our attack
had cut off from the town. . . . Seeing they
were unarmed, save for the small cutlass which the
man had, I attacked them suddenly, as they were
lying on the ground, drove my spear right through
the man's body, and pinned him to the ground, and
knocked the woman down with my club. . . . We
returned to our town with the body of the man
I had killed and the woman I had captured, and
my mother shrieked loudly with joy when they told
her what a brave man her son had become. The
body of the man we warriors ate in the Epfumo
house, and good and sweet was the flesh. The
woman I had captured I took to wife, and made
work in this plantation. I said to the woman,
"Will thou swear by Epfumo to stay with me and
be a true wife to me?" She replied, "My heart is
sad for having left my country, but thou art
the strongest. Thou killedst my man—what other man
have I now to love but thee? I will swear by Epfumo
not to leave thee if thou treat me kindly."—*The His-
tory of a Slave. By H. H. Johnston.*

Why the Negro can Stand Heat.

The function of a negro's black skin is supposed to
be the conversion of the sun's light into heat. The
heat thus generated remains in the skin and does
not penetrate to the deeper tissue. Being thus pro-
vided with sun-proof armour, the negro can stand an
amount of heat that would be fatal to a white man,
and he runs hardly any risk of sunstroke.

Hypnotising by Phonograph.

Dr. Pinel, of Paris, has succeeded in hypnotising
several subjects by means of the phonograph. All
the commands given through this channel were, he
declares, as readily obeyed as those which were uttered
directly, and "suggestions" of every possible sort
were as effectually communicated through the medium
of the machine as if made *viva voce*. The conclusion
which he deduces from his experiments is that the

received theory of a magnetic current passing from
the operator to the subject is entirely baseless, and
that the real cause of the phenomena or hypnotism is
nervous derangement on the part of those subject to
them.

A Tree with Hands.

Lieutenant Houghton, who has recently visited
New Guinea, and several other groups of islands in the
Pacific, reports the existence of a prehensile tree. It
is a species of figs, allied to the well-known banyan
tree, which throws out from its branches air roots,
that eventually reach the ground, and take root there,
and in their turn become new stems, which perform
the same function; so that a single tree will even-
tually extend so far as to form a complete forest,
in which the stems are united by the branches to
each other. The prehensile tree in question
similarly throws out from its branches long, flexible
tendrils, which, touching the ground, do not take
root there, but twine around any article that may
lie within their reach. After a time these quasi
branches contract, so that they fail to reach the
ground, but the finger-like processes continue to
closely grip the article round which they have twined
themselves, and which are consequently suspended
in mid-air. In this way articles of considerable
weight may be picked up from the ground and held
in suspension.

Revolution in Medicine.

Most people have read of the bacteria and of the
discoveries concerning them made by Pasteur and
Koch. The subject seems generally to be regarded as
belonging to the doctors—an interesting phase of the
progress of our time, and something for students to
sit up late over, but not directly interesting to
lay minds. This seems to be a grave error, for,
in a paper on "A Possible Revolution," Dr. Austin
Flint says that by a knowledge of the bacteria
nearly all human ills of a physical nature may be
cured or prevented. Hence there is no secular subject
that may fairly be looked upon as more engaging
and timely. Slowly, but surely, there is working
a revolution in the science and practice of medicine
and surgery. He thinks a time will come when the
cause will be known of every infectious disease;
when they will be preventable, or, having broken out,
will be easily curable; and, best of all, when it will
be possible for the intelligent physician to afford
protection against all such diseases as scarlet fever,
measles, yellow fever, whooping cough, &c.

THE PRINCE WHO WOULDN'T WASH.

Prince Henry, when quite a small boy, had a de-
cided objection to his bath, and every morning his
nursery was the scene of tears, and screams, and
violent struggles. The mother, finding it impossible
to silence him, gave the nurse the order to dis-
pense with the bath. Prince Henry sallied forth for
his daily walk, triumphant; but on returning he noticed
that the sentry at the gate did not present arms.
Child as he was, the blood of his punctilious military
race ran through his veins, and he knew well enough
what was his due not to resent the omission. On
reaching the palace a second sentinel proved equally
remiss. Up walked the little fellow to the soldier
and asked severely: "Do you know who I am?"
"Yes, Highness," "Who am I?" "Prinz Heinrich."
"Why don't you salute then?" "Because we don't
present arms to an unwashed prince." The child
said not a word, but tears of shame came into his
eyes, and next morning not a sound or murmur pro-
claimed that Prince Henry was taking his bath.—
Random Recollections of Courts and Society.

Migrations of Plants.

Tea, sugar, coffee, and cotton have all travelled
far from home. The first-named plant was trans-
ported in Warden cases from China to Assam,
where, within British possessions, the plant and
its culture have become naturalised. As to sugar,
its primitive range extended from Bengal to
Cochin China, and perhaps included the Sunda
Isles and the Moluccas, whose climate is similar.
Its extension from India westwards is not difficult
to trace. The Greco-Roman world was only
slightly acquainted with the sugar-cane, and the
Hebrew writings do not mention it. Egypt,
Sicily, and the south of Spain owed it to the Moors
in the Middle Ages, and it flourished in those countries
till its great success in the new colonies of Spain
caused the abandonment of its culture in Europe.
Returning to the Old World, we find the use of
coffee unknown in Arabia, its indigenous country,
till a mufti of Aden acquired a taste for it in Persia,
and made known its use to his countrymen at
home. It had reached Constantinople in 1550,
and there after a while it was for political and
economical reasons forbidden, tolerated, and taxed
in turn. The Venetians brought the berry west-
ward in 1615, and the cafés of Paris and estab-
lishments of the same class in London were opened
soon afterwards. But in these cases the berry only
wandered, while its culture remained behind.
There are several species of cotton, some of
them indigenous to the New, some to the Old World.
Pliny was mistaken in supposing that the dress
of the Egyptian priests and the grave-clothes of
the mummies were of cotton. In modern times
the microscope has shown them to be of linen, as
were the priestly robes of the Jews, in accordance
with Divine behests received not long after their
departure from Egypt. There is no trailing plant
which has entwined itself more persistently into
the affections of numerous nations than the vine,
whose native country seems to be between the Black
and Caspian Seas, where immense quantities of wild

vines grow to this day, and where in ancient
times Noah made wine. In Egypt it is probable
that the arts of grape growing and wine making
were practised five or six thousand years ago, but in
China and the east of Asia only two thousand years
ago. The common cabbage, *Brassica oleracea*, of
Linnaeus, exists in the wild state in two distinct
regions of Europe—the Mediterranean coast near
Nice, Genoa, and Lucca, and those of the United
Kingdom and Denmark and some other spots. It
is not quite certain whether the plant is indigenous
in the sites or the result of self-sowing from culti-
vation, so that the facts of geographical botany are
rather bare with regard to this useful plant. On the
contrary, historical and philological data afford clear
evidence of the comparatively modern and European
origin of the countless varieties of cabbage which
cultivation has produced. Most of these modifi-
cations have been effected since the days of the ancient
Greeks.

Intermittent Sensation.

The fact of intermittence in the intensity of some
sensations is known to physiologists. Thus, the
tick of a watch withdrawn gradually from the
ear begins to be heard, by turns, distinctly and in-
distinctly, then times of silence alternate with the
sound. M. Couetoux, in the *Revue Scientifique*, calls
attention to an analogous experience he has had in
the case of vision. Looking at a distant windmill,
with four vanes, he could not make up his mind
whether it was in slow motion (like a nearer one);
for, of the three vanes projecting against the sky,
he saw now one, now another; but the intermittent
degradation of the sensorial impression pre-
vented his observing two successive positions.
These sensorial fluctuations seem to deserve careful
study.

A New Explosive.

Mr. E. Muller, of Cologne, has invented a new form
of explosive that fulfils two conditions which are
essential in practice, but which, up to the present,
have scarcely been compatible—efficiency and entire
freedom from danger. The uniting of water with
an explosive, so as to cool the flames resulting from
deflagration, is an old idea, and some of the pro-
cesses devised to this effect have given good results.
The ingenious idea occurred to Mr. Muller to intro-
duce water into the explosive itself, but in a solid
form. Certain salts, as well known, possess the pro-
perty of holding in combination, in the state of
water of crystallisation, a portion of the liquid in
which they form and are deposited, the quantity of
water varying with the salt. When heated, such salts
dissolve in their water of crystallisation, and that, too,
usually, at quite a low temperature. Upon being
further heated, they lose this water very easily, and
in most cases without the salt being altered. With
a proper explosive, the inventor incorporates one of
such salts in a very finely divided state, and thus
obtains a new explosive, which he calls "gum
grison" or "grisonite" (from French *grison*, "fire-
damp"), in which the proportion of water may be
graduated at will by varying the salt or the
mixture. The salts best adapted for this purpose
are carbonate of soda, which has 10 equivalents of
water, and sulphate of magnesia, which has seven.
Grisonite with 50 per cent. of salt contains, with
carbonate of soda, 31 per cent. of water, and with
sulphate of magnesia, 25½ per cent. Numerous ex-
periments made in England and Germany, under the
most dangerous conditions of mining practice, have
been crowned with entire success. Mr. Muller's in-
vention is rendered complete by a special apparatus
for firing, and by what are called safety matches,
these being surrounded by wire gauze, which per-
forms the same office as the wire gauze of a miner's
safety lamp. With these matches, there is no danger
of setting fire to the gas that may exist in the sur-
rounding atmosphere.

PHARMACY IN THE EARLY DAYS.

During the middle ages pharmacy was, to a great
extent, still under the control of the Arabian physi-
cians. From contact with them in the East the reli-
gious orders (the Benedictines especially) became pro-
ficient in the art. The monks, however, were for-
bidden to shed blood, with the result that surgery
fell largely into the hands of the barbers, to which
fact the origin of the present tonsorial striped pole
is due. Soon the rise of alchemy and the study of
toxicology or art of poisoning—which the fashion
of the age cultivated—and the aristocratic tastes
for spices combined pharmacy, toxicology, and
the grocery and confectionery business into a hetero-
geneous whole, which united the salutary and the
criminal in a peculiarly characteristic middle-age
manner. The development of national life in En-
gland, Germany, and France having taken place
somewhat later than in other parts of Europe, the
beginning of the pharmaceutical histories in these
countries is of comparatively recent date. Germany
was the first in the field. A drug store existed
in Muenster in 1285, one at Augsburg in 1318,
and another at Hildersheim in the same year.
In 1350 the boundary line between medicine and
pharmacy was clearly defined in Germany, as is
proven by the existence of a parchment ordinance
of the city of Nuremberg. The first recorded apothec-
ary shop in London was in 1332. Up to that period
drugs were dispensed by grocers and spicers exclu-
sively, and these tradesmen did not entirely lose their
hold on their side line for a considerable time. A
peculiar document, dated 1345, is still in existence.
In it King Edward III. of England grants a pension
of sixpence a day to Courous de Gangland, an apothec-
ary of London, for taking care of and attending his
Majesty during his illness in Scotland.

HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Armenia s, left Bombay May 30—for Liverpool
left Marseilles June 23
Angelica Accamo, clrd at Singapore April 15—for Liverpool
left Anjer May 11
Aracania s, left Montevideo June 13—for Liverpool
left Pernambuco June 23
Aracan, Hedberg, clrd at Mobile June 8—for Liverpool
Aspatia s, left Calcutta May 13—for London
left Suez June 15
Ajax s, left Shanghai June 24
left Gibraltar June 24
Annie s, left Jamaica June 21—for London
August Jaburg, clrd at Singapore May 21—for London
Agder, Flagstad, clrd at Demerara May 29—for Queens-
town
Alice D Cooper, Saunders, left Probolinggo — for
Queenstown
Acadia s, left New York June 18—for Glasgow
Admiral Tregethoff, left Bassein June 22—for Channel
Alba, Ventura, left Paysandu April 2—for England
left Monte Video April 22
Algarve s, left New York June 22—for Dublin
Anna, Arnesen, clrd at Darien June 13—for Dundalk
Arcadia, McGonigle, clrd at Pensacola June 12—for
Grimsby
Apollo s, left Bombay June 13—for Hull
Agostino Giuseppe, clrd at Pensacola June 14—for Penarth
Anselmetta Q, Quirio, clrd at Chatham, NB, June 8—for
Swansea
Andrea Antouio, left Pensacola June 14—for Sharpness
Bridgewater, Adams, left Darien April 18—for Liverpool
spoken June 13, 49 N, 19 W
Bradenburg s, left Maranham June 12—for Liverpool
left Lisbon June 25
Bothnia s, left New York June 19—for Liverpool
Bonny s, left Sierra Leone June 20—for Liverpool
Bostonian s, left Boston June 19—for Liverpool
Bessarabia s, left Sydney, CC, June 24—for Liverpool
Belfast, Candlish, left Calcutta June 24—for Liverpool
Breconshire s, left Singapore June 2—for London
left Perim June 23
Britannia s, left Calcutta June 12—for London
left Colombo June 25
Brindisi s, left Hong Kong June 17—for London
Bertha, Fretwurst, left Savannah June 12—for London
Benledi s, left Woosung June 23—for London
Bateshire s, left Miramichi June 25—for London
Bateshire, McGibbon, left San Francisco June 18—for
Channel
Britannic s, left Madras June 18—for U Kingdom
City of Carthage s, left Bombay June 1—for Liverpool
left Tariff, June 25
Cyrene s, left Rio Janeiro June 12—for Liverpool
left St Vincent June 23
City of Chicago s, left New York June 19—for Liverpool
Celtic s, left New York June 19—for Liverpool
Clement s, left Ceara June 22—for Liverpool
Copernicus s, left Rio Janeiro June 21—for Liverpool
Cephalonia s, left Boston June 22—for Liverpool
Cloncurry s, left Madras — for London
left Perim June 22
Coptic s, left Canterbury May 17—for London
left Tenerife June 24
Clan Stuart s, left Madras May 17—for London
left Port Said June 19
City of Khios s, left Calcutta May 27—for London
left Malta June 20
Clan Fraser s, left Madras 27—for London
left Port Said June 24
Chyebassa s, left Calcutta May 27—for London
left Suez June 24
City of Calcutta s, left Calcutta June 3—for London
left Port Said June 22
Clan Macdonald s, left Bombay June 8—for London
left Suez June 23
Clan Macintosh s, left Calcutta June 16—for London
left Colombo June 25
Cipero s, left Trinidad June 15—for London
City of Canterbury s, left Calcutta June 24—for London
Clan Monroe s, left Madras June 23—for London
Clan Forbes s, left Bombay June 23—for London
G S Atkinson, Urell, left Rio Grande May 13—for Fal-
mouth
Clintonia s, left Montreal June 23—for Leith
Canova, Jobsen, left Tlacotalpan June 1—for Channel
Cumbrian, Davies, left San Xavier June 17—for Channel
City of Adelaide, M'Murty, clrd at Newcastle, NB, June 1
—for Belfast
Colorado s, left New York June 22—for Hull
Dancraig, Fretwurst, left Newcastle, NSW, Feb 17—for
London
left Sydney March 14
Duke of Devonshire s, left Calcutta May 31—for London
left Aden June 23
Douglas, Crosby, clrd at St John, NB, June 11—for Newry
Elton s, left Rangoon May 20—for Liverpool
left Suez June 17
Eturia s, left New York June 22—for Liverpool
Ems s, left New York June 22—for Liverpool
Eden Hall s, left Bombay June 24—for Liverpool
Eden, Schaeppma, left Ecuador May 12—for Falmouth
Edenmore s, left Baltimore June 15—for Glasgow
Ethiopia s, left New York June 22—for Glasgow
Eulie, left Mauritius May 23—for Channel
Europa, Bruel, left Bassein June 22—for Channel
Elise, Winters, left Bassein May 24—for Channel
Espresso T, clrd at Newcastle, NB, June 8—for Cardiff
Edward Percy, M'Cart, left San Francisco June 12—for
Sligo
Frances, left New York June 21—for London
Falken, left Cambleton, NB, June 4—for Irvine
Frederica, Roberts, clrd at St John, NB, June 11—for Larne
Gulf of Venice s, left Penang June 20—for London
Guthrie Castle s, left Cape Town June 20—for London
Glenfalloch s, left Hong Kong June 22—for London
Gulf of Mataban s, left Singapore June 24—for London
Grecian s, left Montreal June 24—for London
Godiva s, left Truxillo June 20—for London
Grata, Cassany, left Rangoon June 23—for Queenstown
Glaupria s, left Moulmein June 19—for Channel
German s, left Cape Town June 24—for Southampton
Heraclides s, left Monte Video June 6—for Liverpool
left Madeira June 25
Humboldt s, left New York June 19—for Liverpool
Halley s, left New Orleans June 18—for Liverpool
Hermann, left Pensacola June 5—for Liverpool
Hendel s, left Monte Video June 19—for Liverpool
via Pernambuco
Hovding, left Halifax June 11—for Liverpool
Helvetia s, left New York June 23—for Liverpool

Harrowgate s, left Cocanada May 31—for London
left Perim June 21
Henzada s, left Bombay June 12—for London
left Kurrachee June 22
Huzara s, left Bombay June 25—for London
Menley s, left Moulmein June 9—for Glasgow
left Colombo June 19
Howard A. Turner, Pitman, clrd at Hillsboro, NB, June 7
—for Greenock
Hartfield, Lang, left Batavia — for Greenock
passed Anjer May 17
Hasselodder, Langfeldt, left Batavia May 19—for Channel
Haverton s, left St John June 13—for Barrow
left Sydney, CB, June 23
Herman Lehmkuhl, Paulsen, left Rio Janeiro May 19—for
Cardiff
Henry, left Pensacola June 14—for Dublin
Iowa s, left Boston June 25—for Liverpool
Imater, Bonde, clrd at Newcastle, NB, June 18—for Liver-
pool
Ionic s, left Wellington May 30—for London
left Rio Janeiro June 19
Irthington s, left Pensacola June 9—for Hull
left Newport News June 19
Iota, Leonard, left Tucacas May 22—for Swansea
J W Taylor s, left Montevideo June 10—for Liverpool
John Sanderson s, left River Plate — for Liverpool
left St Vincent June 22
Joseph Johns, left Montreal June 12—for London
left Sydney, CB, June 17
Jane Rennie, Coppack, left Rio Grande May 16—for
Falmouth
J C Julius, Christensen, left Quebec June 13—for Channel
Jamaican s, left New Orleans June 13—for King's Lynn
left Newport News June 19
Kinsembo s, left Acre June 7—for Liverpool
left Grand Canary June 20
Karamania s, left Bombay June 25—for Liverpool
Keppler s, left Rio Janeiro June 16—for London
Kornmo, Kurtze, left Batavia May 19—for Channel
Kate Burrill, Beveridge, clrd at St. John, NB, June 8—for
Dublin
Lake Winnipeg s, left Quebec June 19—for Liverpool
Lusitania s, left Adelaide May 27—for London
left Suez June 22
Ludgate Hill s, left New York June 22—for London
Luis A Martinez, Scott, clrd at Pictou June 10—for London
Lodestar, Nowland, left San Francisco June 22—for
Queenstown
Lord Cairns, left San Francisco June 13—for Queenstown
Loch Cree, Jones, left Carrizal June 17—for Falmouth
Leander, Hamilton, left Mauritius May 29—for Channel
Loch Katrine, Behenna, left Bassein June 24—for Channel
La Plata s, left Pernambuco June 23—for Southampton
Mandalay s, left Singapore May 18—for Liverpool
left Perim June 18
Merton Hall s, left Bombay June 14—for Liverpool
left Perim June 25
Magnificent, Merricks, clrd at Pensacola June 8—for Liver-
pool
Manhem, left Salt River, J, May 18—for Liverpool
Moyune s, left Hankow May 24—for London
left Suez June 20
Mira s, left Calcutta June 13—for London
left Colombo June 21
Massilia s, left King George's Sound June 21—for London
Moree, Hober, clrd at Trinidad June 1—for Queenstown
Mobile Bay, M'Phail, left Manila June 19—for United
Kingdom
Minnie, left Quebec June 10—for Bristol
Maggie Dixon, Duthie, left Santos May 17—for Cardiff
Mod, Birkeland, left Santos May 31—for Cardiff
Moss Rose, Purdy, clrd at Montreal June 11—for Yar-
mouth
Norsemann s, left Boston June 13—for Liverpool
Niger s, left Lagos June 4—for Liverpool
left Grand Canary June 25
Newman Hall, Dixon, left Quebec June 19—for Liverpool
Neophyte, left Quebec June 11—for Liverpool
Navarino s, left Calcutta June 7—for London
left Perim June 22
Nestorian s, left Boston June 22—for Glasgow
Nevada, Thorstensen, clrd at Chatham, NB, June 5—for
Newport
Nile s, left Barbadoes June 25—for Southampton
Oceana s, left King George's Sound June 7—for London
left Aden June 23
Oriental s, left Bombay — for London
left Brindisi June 25
Oroya s, left Adelaide June 11—for London
left Colombo June 24
Orizaba s, left Adelaide June 24—for London
Ossuna, clrd at Newcastle, NB, June 5—for Belfast
Orono s, left Montevideo June 8—for Belfast
Pearl, Phillips, left Rio Grande May 13—for Liverpool
Parramatta s, left King George's Sound May 24—for London
left Gibraltar June 25
Port Denison s, left Penang June 1—for London
left Perim June 21
Palinurus s, left China — for London
left Gibraltar June 24
Port Jackson s, left Singapore June 23—for London
Pekin s, left Bombay — for London
left Colombo June 24
Payta, Alexander, clrd at Talcahuano May 1—for England
Port Phillip s, left Galle May 30—for U Kingdom
left Suez June 23
Pegu s, left Rangoon June 20—for U Kingdom
Quetta s, left Brisbane May 14—for London
left Aden June 21
Rufford Hall s, left Kurrachee June 25—for Liverpool
Rimutaki s, left Wellington May 16—for London
left Tenerife June 22
Rosetta s, left Calcutta — for London
left Gibraltar June 25
Ravenna s, left Calcutta — for London
left Aden June 26
Rewa s, left Calcutta June 21—for London
Ruby, left Quebec June 13—for Dublin
Rita, left New York June 13—for Exmouth
Silo, Pederson, clrd at Halifax June 10—for Liverpool
Sorata s, left Montevideo June 25—for Liverpool
Sarpedon s, left China — for London
left Perim June 21
Star of Erin, Smith, left Calcutta June 15—for London
Stockholm City s, left Boston June 19—for London
Spirit of the Morning, Wendel, clrd at Talcahuano May 2
—for England
St Mildred, Scott, left Bassein June 23—for U Kingdom
Savanna, Karm, clrd at New York June 13—for Bristol
San Giovanni E, clrd at Pensacola June 12—for Cardiff
Stormy Petrol, Douglass, clrd at St John, NB, June 14—
for Galway
Sophie, Jansen, clrd at Bathurst June 8—for Sharpness
Toronto s, left Quebec June 21—for Liverpool

Thessaly s, left Pernambuco June 23—for Liverpool
Themis, Weibye, left Savannah May 22—for London
Teviotdale s, left River Plate May 25—for Glasgow
left St Vincent June 18
Triton, Jorgensen, left Tobago June 6—for U Kingdom
Texas s, left Quebec June 20—for Bristol
Toni Bradhering, clrd at Wilmington June 11—for F'wood
Umzinto s, left Natal June 3—for London
left Madeira June 24
Venetian s, left Boston June 20—for Liverpool
Victory, Emanuelson, clrd at Quebec June 7—for London
Victoria Nyanza, Brown, left Pisagua June 30—for F'm'th
Victoria, Harrison, left Pernambuco May 25—for Channel
Victoria Bay, Scobie, left Lyttelton May 18—for U Kingdom
Valencia s, left Boston June 14—for Bangor
Vidonia, Wilson, left St John's, NF, June 1—for Bristol
Wyoming s, left New York June 25—for Liverpool
Warwick Castle s, left Cape Town June 7—for London
left Las Palmas June 24
Windermere, Bruce, left Savannah June 12—for London
Waverley s, left Rangoon May 23—for United Kingdom
left Malta June 24
Washington City s, left St John, NB, June 15—for Fleet-
wood
left Sydney, CB, June 19
Yeoman s, left Melbourne June 14—for London
left Adelaide June 23

J. BREGARTNER,
THE BUTE DOCK CLOTHIER
TAILOR & SHIRT MANUFACTURER.
Suits Made to Order on the Shortest
Notice.

FIT & STYLE GUARANTEED.
Note the Address:—
182, BUTE ROAD, CARDIFF.
Terms: Cash only, which enables J. B. to sell
at the lowest price.

"SEAFARING FOLK AND THEIR FRIENDS"

SHOULD AT ONCE BUY

AN ODE

TO

SAMUEL PLIMSOLL,
ESQ.,

THE SAILORS' FRIEND & BENEFACITOR.
AND OTHER POEMS

WRITTEN AT SEA

BY "MAX WELLER,"
A VERY ORDINARY SEAMAN

AND

A.S.S. AND F.U. OF G.B. AND I.

PRICE ONE PENNY.

ON SALE AT ALL BRANCHES OF THE
SAILORS' & FIREMEN'S UNION.

IMPORTANT
NOTICE

TO SEAMEN, RIGGERS, &c.

At a Meeting, held in Mariner's Hall, 48, Candler-
lane, Dundee, on 14th January, 1889, the following res-
olutions were unanimously adopted by a large number
of the Seamen and Riggers of this Port:—
1. That from this date our pay shall not be less
than 6d. per hour for working at Ships when in port
at Rigging, Cleaning, and Painting, &c. Between the
hours of 6 p.m. and 6 a.m., 9d. per hour shall be
paid.

Time-and-half to commence on Saturday at 2 p.m.
2. That from this date a River Tide's work shall
not be more than 6 hours' duration, price 5s. 6d. All
over and above 6 hours to be paid at the rate of 6d.
per hour.

3. Tide's work inside shall not be more than 3
hours' duration, price 3s. 6d., from the Jetty 4s.

4. That none other than Seamen shall be allowed
to move ships anywhere in River or Docks. Masters
or Owners engaging men for such work who are not
Seamen, are to be made acquainted with this Rule and
made to understand that Seamen will not work with
men who are not bona fide Seamen. If Seamen
cannot be found, any person can be employed.

5. Attending the Launching of a Vessel shall be
considered the same as a river tide, and paid for
accordingly.

6. A Run to Cardiff shall be paid for at the rate of
—for Sailing, £4 10s.; Towing, £4; S.S. under
Steam, £3 10s.

7. A run to Liverpool shall be 10s. less in every
case than a Cardiff Run.

8. A London Run, Sailing, £3 10s.; Towing, £3;
under Steam, £2 10s. A Run to Glasgow the same.

9. A Run to the Tyne, Sailing, £2 10s.; Towing, £2 5s.;
Steaming £2, and to the Tees 5s. more than to the
Tyne in every case.

10. That all Runs commence at the Dock Head,
and shall end 24 hours after arrival at Port of
destination. All time over and above to be paid for
at the rate of 5s. per day.

11. Men called to a Tide's work shall be entitled to
Half a Tide if Ship do not move.

Seamen, Riggers, &c., are earnestly requested to
stand true to each other, and in no case to infringe
these Rules.

UNITED, SHOULDER TO SHOULDER.
By Order of the Committee.

SCOTTISH ASSURANCE CORPORATION, Ltd.

CHIEF OFFICE—

119, GEORGE STREET, EDINBURGH.

LONDON OFFICE—

18, QUEEN VICTORIA STREET, E.C.

REGISTERED CAPITAL, £250,000.

Policies Issued, Covering Personal Accidents of all kinds. Employers' Liability and Drivers' Indemnity
Horses Insured against Death by Disease or Accident, Vehicles against damage.

MODERATE PREMIUMS. NEW CONCESSIONS. LIBERAL SETTLEMENT OF CLAIMS.

APPLICATIONS FOR DISTRICT AND LOCAL AGENCIES INVITED.

J. GARNER SMITH, London Manager.

SEAFARING MEN VISITING SUNDERLAND

SHOULD GO TO

WILSON'S TEMPERANCE HOTEL AND DINING ROOMS,
174, HIGH STREET EAST, SUNDERLAND.

NOTED FOR GOOD PLAIN COOKING. COMFORTABLE BEDS.
MODERATE PRICES.

BOARD AND LODGING BY THE DAY OR WEEK.

SEAFARING MEN VISITING CARDIFF

SHOULD GO TO THE

SAILORS' AND FIREMEN'S UNION INSTITUTE

(NEAR THE SHIPPING OFFICE),

WEST BUTE STREET, CARDIFF.

MEMBERS OF THE UNION ARE TAKEN IN AS BOARDERS AT THIS INSTITUTE ON
MODERATE TERMS.

A PUBLIC RESTAURANT

Is attached to the Institute, at which
REFRESHMENTS ARE SUPPLIED AT A LOW TARIFF.

SHIPPING AND OTHER PAPERS TAKEN.

Note.—All Profits go to the Funds of the National Sailors' and Firemen's Union.

Members enrolled daily, at the Institute.

J. GARDNER, SECRETARY.

Reliable **WATERPROOFS** suitable for all
climates at

I. MANSCHETER & Co.,
MANUFACTURERS,

11, DUKE STREET, CARDIFF.

JOHN MCINNES,
SEAMEN'S UNION BOARDING HOUSE
12, Anderston Quay,
GLASGOW.

The Cheapest Seamen's Clothing Stores in Cardiff
is at

B. JACOBS,
PAWNBROKING AND CLOTHING ESTABLISHMENT
(Four doors from Hastings Hotel),
1, HERBERT STREET, CARDIFF.
Seamen's Advance Notes Cashied. Foreign Money
Exchanged. Guns, Sextants, Sea Boots, &c.,
always on ale.

ROLE'S
TEA, COFFEE, AND DINING ROOMS,
39, Oxford Street, Southampton.

(Two minutes' walk from Railway and Docks.)
Hot Joints from 12 till 2. Charges Moderate
Pastry and other Refreshments at all hours of the
day. Well-aired Beds.

J. G. CAMPBELL AND Co.,
PRINTERS
Marine Artists, Marine Print Publishers,
SUNDERLAND.
Views of Ships and Steamers in Oil and Water
Colours.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.

PEGGIES' DINING ROOMS,
64, DOCK STREET, DUNDEE.

Seafaring men of all classes will find the
above establishment

THE BEST PLACE TO GET
MEALS AT ALL HOURS.

MODERATE CHARGES.

ATTENTION AND CIVILITY GUARANTEED.

MR. A. T. SMITH'S
SOCIETIES' TAVERN
DAGGER LANE, HULL.

FREE AND EASY EVERY EVENING
General Place of Resort for Sailors
and Firemen.

Best Quality of Spirits, Wines, and Beer
always on stock.

Best known house in Hull amongst
Seamen and Firemen.